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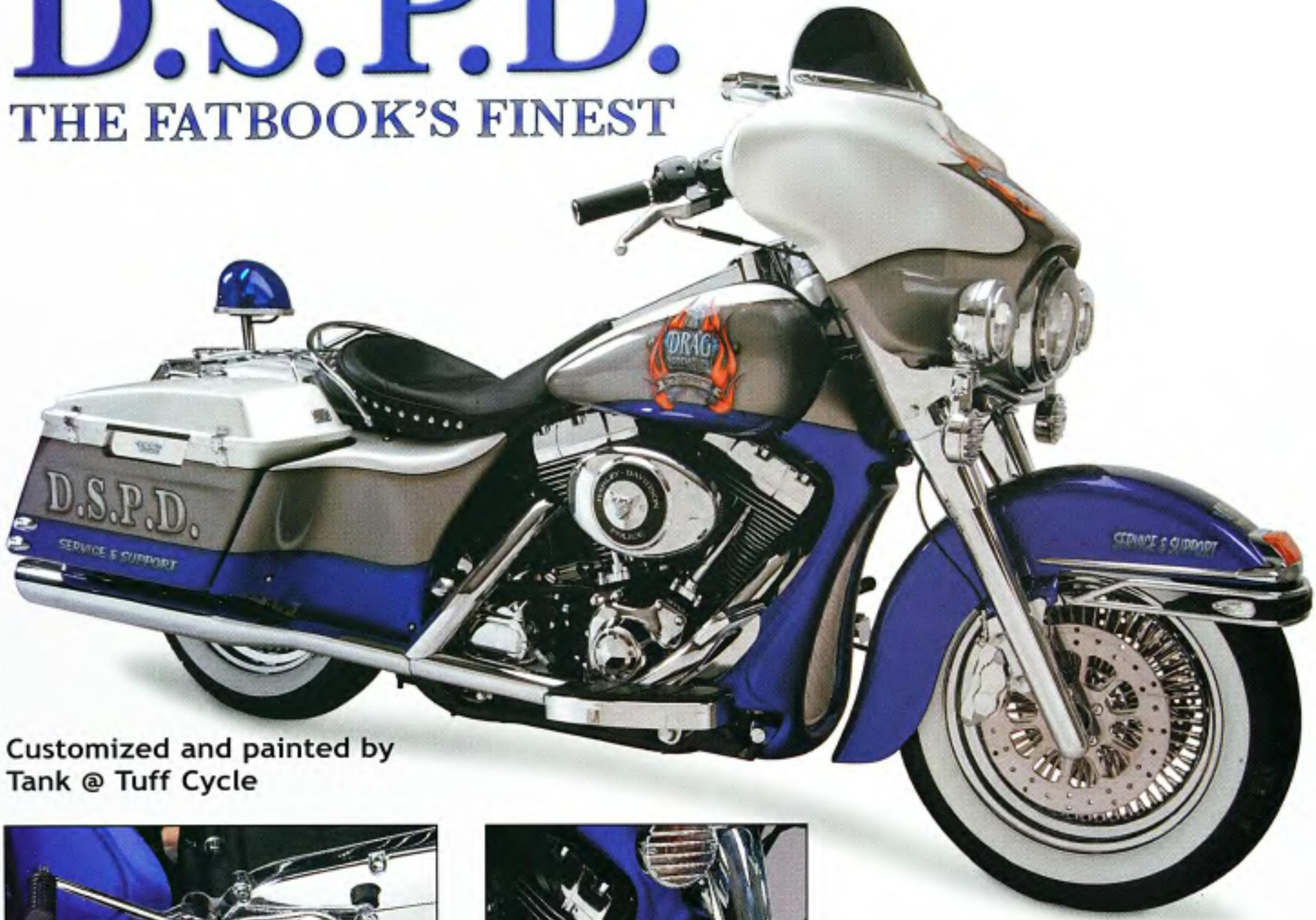

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From our "Department of Superhuman Endurance:" A quote from an Ohio newspaper: "A man was arrested for public indecency and disorderly conduct after he was observed urinating in a public area between 6:34 and 7:46 p.m. last Wednesday." **That's a loooong pee.**

Here's a quote taken from a book called *Disorder In The American Courts*. It was **actually said in court,** word for word, taken down by a court reporter. I'll share more with you in the future:

Q: Doctor, before you performed the autopsy, did you check for a pulse?

A: No.

Q: Did you check for blood pressure?

A: No.

Q: Did you check for breathing?

A: No.

Q: So, then it is possible that the patient was alive when you began the autopsy?

A: No.

Q: How can you be sure, doctor?

A: Because his brain was sitting on my desk in a jar.

Q: But could the patient have still been alive, nevertheless?

A: Yes, it is possible that he could have been alive and practicing law somewhere.

Here's a lawsuit for you. This guy's $80-million police brutality lawsuit went to trial. He acted as his own lawyer to persuade a jury that he **deserved to be a rich man** because he was "beaten continuously" during his 1997 arrest. But the jury turned him down after a very short deliberation—perhaps because his crime was a triple murder that included the beheading of his wife and 7-year-old son. (I'm surprised the jury spent any time at all deliberating.)

Despite a 39-day waiting list for brain operations at a hospital in England, the hospital suspended a neurosurgeon—not for substandard work but because he had been accused of taking **extra croutons for his soup** in the hospital cafeteria, without paying.

Did you know (well, of course not) that in Massachusetts mourners at a wake may not eat more than three sandwiches, **a woman cannot be on top** in sexual activities, gorillas are not allowed in the back seat of a car, and taxi drivers are prohibited from making love in the front seat of their taxi during their shifts. (You won't catch me moving to Massachusetts.)

An unidentified audience member was led away, still shouting, after trying to debate former New York City Mayor Rudolph Giuliani at a University of Oklahoma speech about September 11's effect on the city. The man insisted that Giuliani's blaming the attack on al-Qaida was wrong, wrong, wrong and that **the real culprit was Wal-Mart.** Hmmm.

After a 10-year study with a **global positioning** satellite system, researchers at England's Oxford University concluded that homing pigeons do not get their bearings from the sun, as previously thought, but rather just follow roads and highways home. (They're no dummies, those pigeons.)

A man in China was suspicious when his wife gave birth to a baby he regarded as seriously ugly, and he got her to admit that, though she was not adulterous, she had been seriously ugly before she met him. She'd had major plastic surgery and no longer resembled **her former ugliness.** (But he, nevertheless, divorced her and sued her for fraud.)

When you want to get off, you want to get off. He survived with only scrapes and bruises after he bailed out of an emergency window of a Greyhound bus, at 55 mph, in the fast lane of California's 101 freeway at rush hour because the bus, an "express," had just **bypassed his stop.**

Here's something to rile you up—it's another outlet for your tax dollars. Alaska is reputed to be the state most laden with **congressional overspending.** Two proposed, marginally useful bridges for the state that will eventually cost taxpayers more than $2.2 billion were reported. One, almost as big as the Golden Gate bridge, would connect Ketchikan (pop. 7,800) with a 50-resident island and the town's modest airport (and would replace a five-minute ferryboat ride) and the other, a two-mile-long span, would connect Anchorage, according to the report, to "a port that has a single regular tenant and almost no homes or businesses." (If your blood isn't boiling by now there's either something wrong with you or you don't pay taxes.)

I've heard of excuses but here are two for the books. A man was convicted of aggravated assault against his girlfriend. It seems he bit off most of her nose in a rage. He admitted that the nose was in his mouth but said that due to her using weight-loss medication, her nose had become brittle and that it just fell off. (Yeah, right.) And Maurice Williams was charged with perjury after he told a judge he was not "Williams," even though "Williams" was **tattooed on his back.** He said, "I can't see what's on my back. If there's some tattoos on my back, someone's been bothering me when I'm asleep." (Yeah, right, again.)

Believe it or not, you may upset more people if you smoke than if you fornicate. A young couple on a British train screwed in front of the other passengers. As incredible as that might seem, it was only after, when each one lit up a cigarette, that the **people in the no-smoking car** complained—about the smoking—and called the conductor.

Hard to figure out this dude's mentality. He was just released from jail. **He walked out,** carjacked a woman in the jail's parking lot, and was escorted right back inside.

Easyriders®

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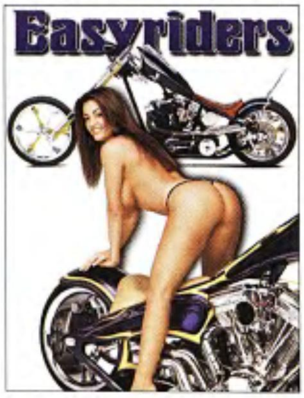

Billy Lane's "Rosie" photographed by Michael Lichter.
Westbury Hot Rod by Mike Chase.
Special imaging by Jeff Biggs.

The next liver-quiverin' issue goes on sale November 2, 2004. **Printed in the USA.**

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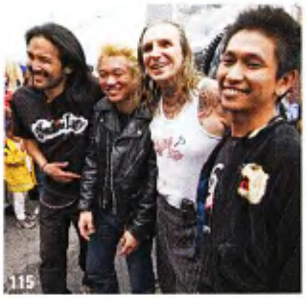

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Photographers: Michael Lichter • Chuck Emery • Don Rogers
John Wycoff • Michael Farabaugh • Dino Petrocelli
Markus Cuff
Contributors: Jeff Moore • Twiggy • Greg White • Joe Kress
Paul Garson • Kit Maira • Erik Falconer
Illustrator: David Mann

Advertising Phone Number: 818-889-8740
National Advertising Executive: Tony Frey
Advertising Executive: Tammy Porter
East Coast Account Executive: Steve Teachout
Advertising Administration: Carolyn Emery
Advertising Coordinator: Mandy Dunn
Advertising Production: Savannah Bertram
In-House Advertising: Cathy Gibson, Sylvia Barragan

Circulation: Sanford Meyers, Newsstand Director
Gudrun Carver, Circulation Manager
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Keepin' Us Free

I've been an avid reader of your magazine for five years now, and I think it's the best thing going. I'm in the Army National Guard and currently serving a one-year tour in Iraq in support of Operation Iraqi Freedom. The best mail that comes to me is the one that contains your magazine once a month.

I'll be ordering my first Harley in about two months so it will be there when I get home. Keep the great articles going, as well as the pictures of the babes. They're what keeps a lot of us going over here.

SFC Mike
Iraq

Come home safe, Mike, and ride free.

Dawgs MC

The first motorcycle club in Iraq. Our eastern clubhouse in Baghdad has a swimming pool. We've got this beautiful palace from its former owner Saddam Hussein.

Randy Ames
Iraq

A Few Words From The Windy City

Working in the demolition business is a shitty job. Having to work nights (due to noise/dust/odor problems) makes it shittier, and trying to find parking in Chicago is the shittiest.

But our nights are a breeze having Officer Moon anticipating our arrival every night at 6 p.m. (to save on street parking spots outside our building). Hats off to Officer Moon. She's the sweetest cop you'll ever meet. If you're ever in the Windy City, stop by Madison and Clark streets and say "Hi." She loves *Easyriders* and bikers.

Paul Neron
Westmont, Illinois

Sidecar Safety

I write to you as a parent. I didn't become a parent to a real live child until late in my life which was probably for the better, since I needed time to really fuck up my life, then get it all back on the right track again.

Anyway, I have a 3-year-old now. I also have a 1973 Electra Glide with a sidecar attached. I told my co-workers that I planned on taking "the kid" on motorcycle trips with me this summer. After all, that's all I did before I decided to have a family.

They all knew me before I had a family. I thought my friends would be happy that I'm including the kid in my personal lifestyle. But, to my amazement, they are appalled and mortified. I guess they assumed that now that I've become a parent to a real-live kid, I was going to give up motorcycling. Where the fuck did they get that idea? Isn't that the craziest thing you've ever heard? Do fisherman give up fishing once they become parents?

Anyway, I told them about the "California Sidehack" and that I was going to do this with or without their approval. The looks on their faces. Then, they insisted that if I "MUST" expose my child to this type of behavior, I should at least go to the "authorities" and ask what the safest way to transport a small child on a motorcycle is (if I truly cared about my kid, they said). Well, I wasn't going to go to a cop. I'm coming to you for help and/or advice.

Am I being "reckless" with my kid as I've been accused of? Am I selfish? OK, I know I'm selfish, but I don't think I'm being reckless. I waited three long years to share this part of my life with my kid.

If you know of anything "safe" that I could install on the ride, please let me know. I don't want the kid to die in an accident. That's the last thing I want. But it's what I love and I think she'll love it too if she learns young as I did.

C. Horn
Web Surfer

There's nothing wrong with kids riding in sidecars, however, we suggest that the child be fitted with all proper safety gear; leather jacket, gloves, boots and properly fitting helmet and eye protection. The child should also be old enough to understand instructions and follow them regarding motorcycle safety. We

suggest that the earliest age that you could safely outfit and carry your daughter in the sidecar would be six years old. She'll still have plenty of years to learn to "ride to live."

Response To Bill From Dallas

I nearly busted a gut reading the "Bill From Dallas" note. Sorry, Bill, but if you've been there (Daytona) 11 out of the last 12 years, I think you gave up your right to bitch.

I went three times, three years in a row. Three times I ended up in jail. I don't go there anymore.

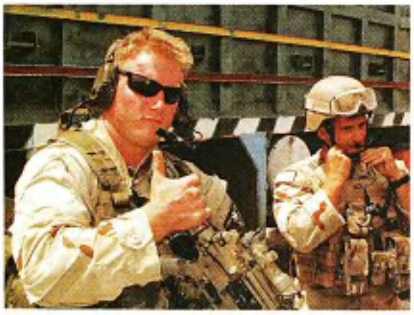
Try Key West, Florida, September 17, 18, 19, 2004. It's a great party, and the cops are cool as long as you are. Half the town is bike heaven, and big smiles are everywhere.

Brawler the Death Jester
Ft. Lauderdale, Florida

Best Babe

In the July '04 issue you featured "Easyriders Best Babes of 2003," more specifically Jessice. She has got to be the hottest chick I've seen grace your pages. You have to get her back regularly. She is smokin' hot! Thanks!

Lee
Huntington Beach, California



Chopperless In Iraq

Burnin' up in Iraq, figured I'd sent a few photos to one of our favorite mags. The only T&A we're getting out here is toes & ankles so y'all's rag does wonders for the morale and welfare. Soon as I get permission from the rest of the guys, I'll send some team photos.

Keep up the good work.

Heiko Grant
The Sandbox

However, if you're one of the millions of people with a foot fetish....

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SQUARING AN OLD DEBT WORKED TO KERRY LOVE'S FAVOR

CALLING IN A FAVOR

Ever wondered how some of the bikes you see rolling across the fine pages of *Easyriders* ever get built? Ya ever wonder just how in hell these incredible machines begin as someone's crazy idea and end up as a painted and polished creation? Sure, we all do. Well, Kerry Love not only owns this sled, but he was one of several magicians who built it from the ground up. But the inspiration, you ask? He called in a debt.

An old racing buddy of Kerry's named Jimmy Bullard started building bikes and one day Kerry decided to call in a few favors he had been saving up. Seems he'd done a bit of work for Jimmy in the past so they decided to clear a space in Jimmy's shop, Metal Rebel Customs, and get to work on a bike for Kerry.

As these things go, it wasn't long before the simple "around town" concept of the bike was thrown out the window in favor of an all-out custom. Realizing that they needed some expert painting for this slick ride, Kerry enlisted the help

S&S

of Canadian Vince Goodeve to do the job.

The paint had to be special, so Kerry, his wife Theresa, and company sat down and dreamed up the award-winning scheme you see here. Medusa was the theme, but instead of your garden-variety hag, they wanted a sexy version of the old classic. And the rest, as they say, is history.

Not content to stop merely at a radical paint scheme, Kerry realized that some special one-off wheels would be in order. Theresa had the idea for the intricate 3-D pattern, which was brought to reality by another Canadian artist, Tom Langton. (Incidentally, Tom is now producing this wheel as part of his product line with Kerry's blessing.)

Needless to say, the bike has done well, already winning a long list of Best Paint and Best In Show awards from last year's season. The bike will be hitting the road again for the '05 season, so keep an eye out for it.

Kerry has good reason to be hitting the show circuit now, because he and Vince have partnered to form their own motorcycle company called Epic Custom Cycles, where a heavy racing influence is finding its way into many of their new products.

Funny how things work, ain't it? Kerry says the business end of things sort of happened by default, but now that Epic Custom Cycles is up and going he wouldn't want it any other way. Sounds to me like payment in full. —*Wordman*

Owner: ....Kerry Love
City: ....Westminster, Maryland
Designer: ....Jimmy Bullard/ Kerry Love

General

Fabrication: ..Metal Rebel Customs
Year and make: 2003
Model: ....Special Construction
Assembly: ..Metal Rebel Customs
Time: ....7 months

Engine

Year: 2003
Model: ....S&S
Rebuilder: ....Metal Rebel Customs
Ignition: ....Crane
Displacement: ....124 cubic inches
Lower end: ....S&S
Balancing: ....S&S
Pistons: ....S&S
Heads: ....S&S/ Metal Rebel Customs
Cam: ....Crane
Lifters: ....S&S
Carb(s): ....S&S G
Air cleaner: ....Wimmer
Pipes: ....Martin Bros.

Transmission

Year: ....2003 Baker 6-speed
Shifting: ....foot

Painting

Painter: ....Vince Goodeve Studios
Color: ....Vince's special mix
Type: ....PPG/House of Kolor

Frame

Year: 2003
Builder: ....Diamond Chassis/ Metal Rebel Customs
Type: ....hidden-shock
Rake: ....40 degrees
Stretch: ....2 inches
Shocks: ....Trickey Air

Accessories

Bars: ....Metal Rebel Customs
Handlebar controls: ....built-in
Fender(s): ....Metal Rebel
Headlight: ....Headwinds
Taillight: ......Metal Rebel Customs LED
Speedo: ....none
Pegs: ....Performance Machine
Electrics: ....Metal Rebel Customs
Gas tank: ....Metal Rebel Customs
Oil Tank: ......Metal Rebel Customs
Oil system: ....S&S/ Metal Rebel Customs
Primary cover: ....Billet 4-U
Seat: ....High Rollers
Mirrors: ....Paul Yaffe
Grips: .... Euro Components

Forks

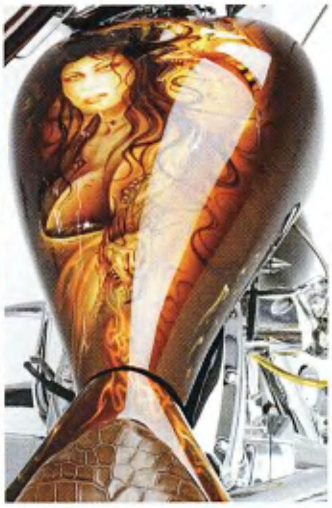
Type: ....Pro-One
Extension: ....2 under
Builder: ....Pro-One

Wheels

Size: ......21-inch front/18-inch rear
Hub: ....Metal Rebel Customs
Tires: ....Metzeler
Brakes: ....Performance Machine

Other Special Modifications: ...... Stainless brake mount, oil tank & engine mounts, 45-degree intake, frame and sheet-metal work by Metal Rebel Customs, one-off wheel design by Theresa Love, manufactured by Tom Langton.

Photos: ....Aaron Stevenson



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Stiletto Pegs Look Sharp!

Küryakyn's radical Stiletto Peg line is designed for those who ride on the wild side. With a dagger-like profile and interchangeable end caps, the Stiletto foot pegs will make a cool addition to your bike. The line includes male mount pegs, male mount pegs with stirrups, shift pegs, and brake pedal pads for forward control equipped Harleys and customs. For more information, see your local dealer, call Küryakyn at 866-277-9598, or visit www.kuryakyn.com.

Brake Pads For Polished Rotors

The new Ferodo PRP formulated pads are available for original equipment replacement and a wide range of custom calipers. Ferodo developed a special compound for these pads; it provides excellent stopping power without discoloring the luster of polished rotors. The PRP compound minimizes material deposits, smudging and the scoring of rotors caused by the aggressive abrasives used in most pad compounds. Ferodo's PRP pads achieve all of this while still providing stopping power that often exceeds OE specifications.

Skull Lever Set

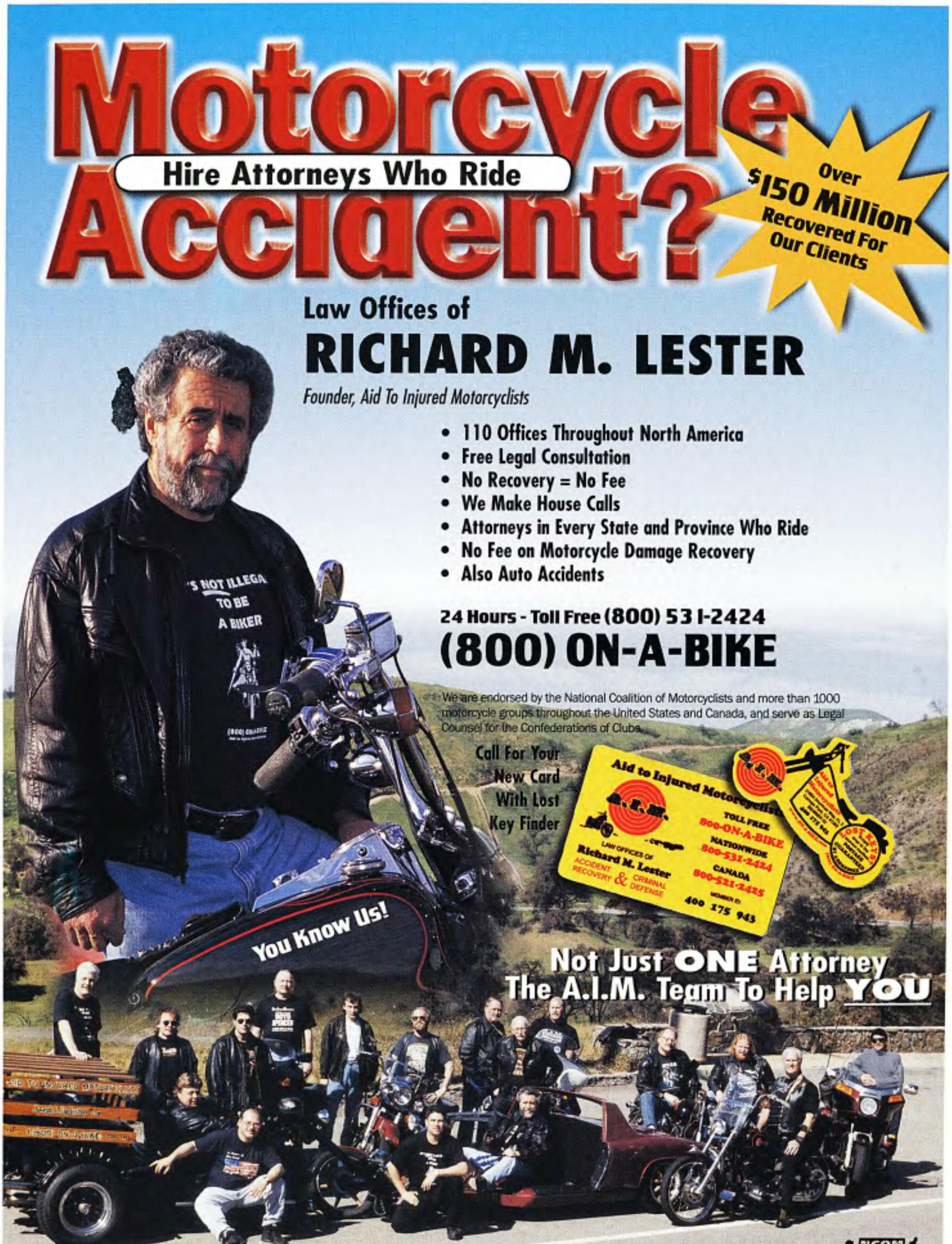
A new skull lever set is available from Drag Specialties. These lightweight aluminum levers feature detailed skulls on each of the lever ends. The levers have a superhigh luster chrome-plated finish. They are for use with '82-'95 OEM-style controls. Sold in pairs; P. N. 0610-0008, MSRP $28.95. For more info, see your local Drag dealer or visit them online at www.dragspecialties.com.

Old-School Chopper Tanks

Pro-One is right on top of the curve with their super cool old-school tanks. Formed and precision welded using the highest quality 16-gauge steel, each tank is fully pressure tested. Threaded for standard crossover vent fittings and fit with a traditional chopper-style, screw-in billet aluminum cap, the tanks are easily adapted to a wide variety of applications. The tanks are offered in curved bottom and flat bottom styles. Measuring approximately 24 inches long and 12 inches wide, both styles carry close to 3 gallons of fuel. For more information, see your local Pro-One dealer, call 800-884-4173, or visit www.pro-one.com.

Phantom II Hidden Oil Filter

Doherty Machine has just released an updated version of their hidden oil filter kit. This unique filtration system allows you to maintain a clean appearance while protecting your engine's internal parts. The Phantom II kit is applicable for a variety of applications and provides superior oil cleansing and cooling. It is designed for installation in horseshoe-style tanks. The kit itself consists of two mounting flanges, a bolt-in and a weld-in, they are CNC-machined, and screw-in filter assembly. The cap has been completely redesigned to place the barbed oil return line fitting at the side, not on top of the cap, for additional unobstructed seat clearance. Installation requires simple drilling of filter access hole and flange mounting bolt-holes. The Phantom II oil filter kit is precision machined from billet aluminum and steel with aircraft-grade hardware. The Phantom II oil filter kit retails for $229.95 and is available directly from Doherty Machine and through Drag Specialties and other major parts distributors. For more information, call 800-956-9409, or visit www.dohertymachine.com.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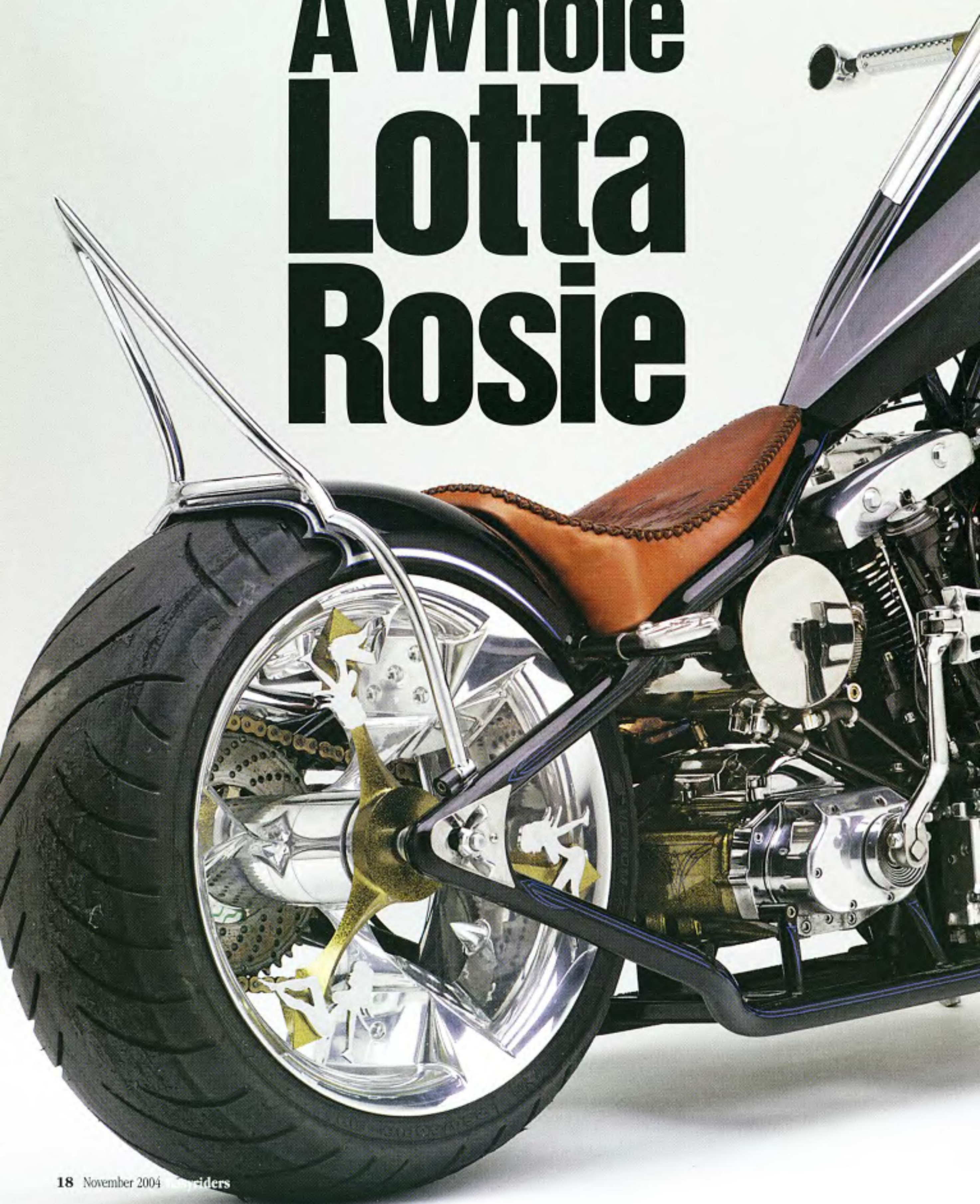
NCOM

ANOTHER PIECE OF BUSINESS FROM BILLY LANE

A Whole Lotta Rosie



Remember this one? Her name's "A Whole Lotta Rosie," the third bike Billy Lane's built for that TV phenomenon, *The Great Biker Build-Off* series. Remember? The competition with Indian Larry? No? How about the bike that refused to start, that ringing any bells? The one that had Billy, Indian Larry and anyone they could grab all kicking away on a twin-carbed shovel that refused to light off? Billy Lane sure remembers. "My leg was sore for a month after that little fiasco," he says.

Turns out the best-laid plans, coupled with a TV show's schedule, combined to throw a regular monkey wrench into things. What happened was that Billy, the engine guys at Accurate Engineering who assembled this custom shovel and the carburetor specialists at DaVinci all ended up on different pages, and the result was a pair of reworked S&S Super G's getting mounted.

These were giant carbs and way too much for an engine this size. "In St. Louis we swapped them out for a couple of E's, which pretty much solved the problem," Billy explains. "When we got home we made up new manifolds for those smaller carbs and switched the magneto ignition—which wasn't throwing out much spark at kicking speeds—for a Mallory Unilite. Now Rosie fires when you just look at her pedal! Runs really strong, too."

She sure looks mighty fine. When the call came to do another TV build, Billy put together the kind of bike he'd built for himself "as opposed to doing something for a customer, or specifically for TV. I'm not into the flashy stuff," he says, "so I downplayed everything. There's not a lot of chrome, I made it kind of dark looking and the lines are traditional. No big rake, no long stretch. Just a simple bike, something you can ride."

Billy based all this on an off-the-shelf but cleaned up Santee frame, and matched it with one of Mondo's Denver's Choppers springer front ends. Originally Billy had planned to use laced wheels, but Tom Langton at Rumble Customs came up with the wild hoops we're looking at here, spinners and all. "And since I figure 'tacky' is good," Billy says, he used gold metal-flake on those wheels, adding

it a couple other places around the bike, too, like on the front end and the transmission case.

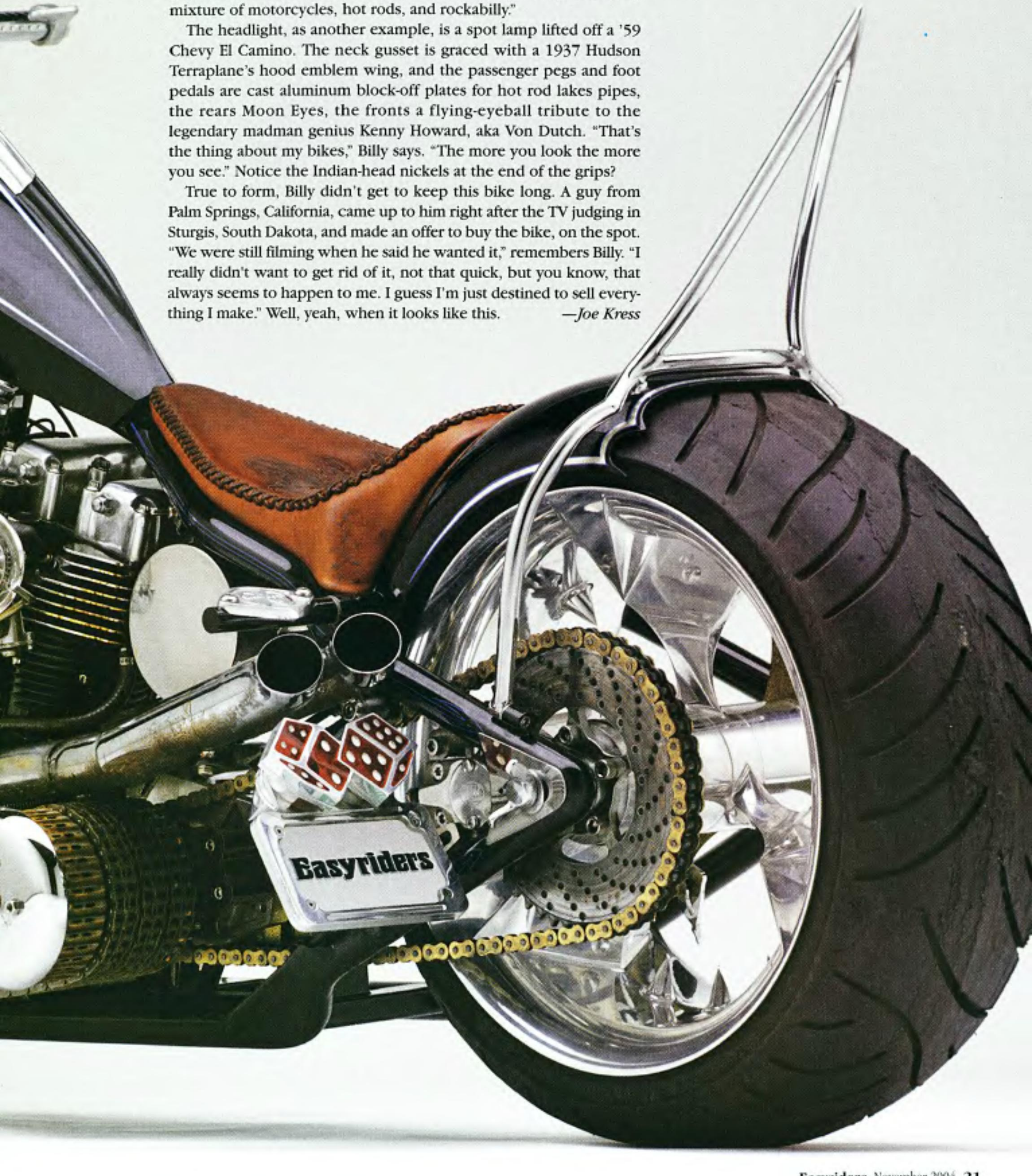
The engine here is a piece of business all by itself. It's a shovelhead using two rear cylinder heads, one turned around backwards to mount on the front cylinder. One carb pokes out on the left-hand side, one out the right side. Berry at Accurate Engineering reworked everything to fit.

That isn't the end of the mechanical mayhem going on here, either. Keeping things different, Billy chose not to go with a standard belt primary, instead handcrafting a triple-chain exposed drive, no easy job. "It's the old racer look," he says. It was accomplished by taking three clutch baskets apart and then machining everything necessary to put it all back together with three chains doing the driving. Pretty neat "and dangerous as hell," says the guy who rides it. "You sure want to have your shoelaces tied. I tore up the cuffs on a few pairs of jeans on this one. You almost want to ride with a roll of duct tape in your pocket."

Now, while that engine and primary immediately catch your eye—if not your pants leg—careful scrutiny shows up plenty of other tricks. "The whole bike is sort of indicative of my style," is how Billy explains it. "There are a lot of old car parts on it. The air cleaners are little glass ashtrays with pinup girls on them, stuff like that. It's got a 1941 Chevrolet hood ornament in the middle of the gas tank, and there's a shot glass for a gas cap. It's just a crazy mixture of motorcycles, hot rods, and rockabilly."

The headlight, as another example, is a spot lamp lifted off a '59 Chevy El Camino. The neck gusset is graced with a 1937 Hudson Terraplane's hood emblem wing, and the passenger pegs and foot pedals are cast aluminum block-off plates for hot rod lakes pipes, the rears Moon Eyes, the fronts a flying-eyeball tribute to the legendary madman genius Kenny Howard, aka Von Dutch. "That's the thing about my bikes," Billy says. "The more you look the more you see." Notice the Indian-head nickels at the end of the grips?

True to form, Billy didn't get to keep this bike long. A guy from Palm Springs, California, came up to him right after the TV judging in Sturgis, South Dakota, and made an offer to buy the bike, on the spot. "We were still filming when he said he wanted it," remembers Billy. "I really didn't want to get rid of it, not that quick, but you know, that always seems to happen to me. I guess I'm just destined to sell everything I make." Well, yeah, when it looks like this. —*Joe Kress*



Owner: Billy Lane
City: Melbourne, Florida

General

Designer: Billy Lane
Fabrication: Billy & Choppers Inc.
Year/make: 2003/Special Construction
Model: A Whole Lotta Rosie
Assembly: Billy & Choppers, Inc.
Time: too fast!
Chroming: Space Coast Plating

Engine

Year: 2003 S&S shovel
Rebuilder: Accurate Engineering
Displacement: 114 cubic inches
Ignition: Mallory
Cam: It's tricky
Carb: two S&S Super E's
Pipes: Choppers Inc.

Transmission

Year/make: Baker 6-speed
Modifications: kick-only
Shifting: hand

Painting

Painter: Joe Richardson
Color: black and blue
Type: House of Kolor

Frame

Year/make: 2003 Santee
Type: rigid
Rake: 43 degrees
Stretch: 6 inches
Shocks: none here

Accessories

Handlebars: Choppers Inc. Titty Bars
Handlebar controls: nope
Fenders: Choppers Inc.
Headlight: '59 El Camino spotlight
Taillight: Choppers Inc.
Speedo: none
Pegs: Choppers Inc.
Foot controls: Choppers Inc.
Electrics: Choppers Inc.
Gas tank: Billy Lane, 4-gallon
Oil tank: Choppers Inc.
Oil system: Accurate Engineering
Primary cover: none, watch yer toes
Seat: Paul Cox
Mirrors: sometimes
Grips: Choppers Inc.

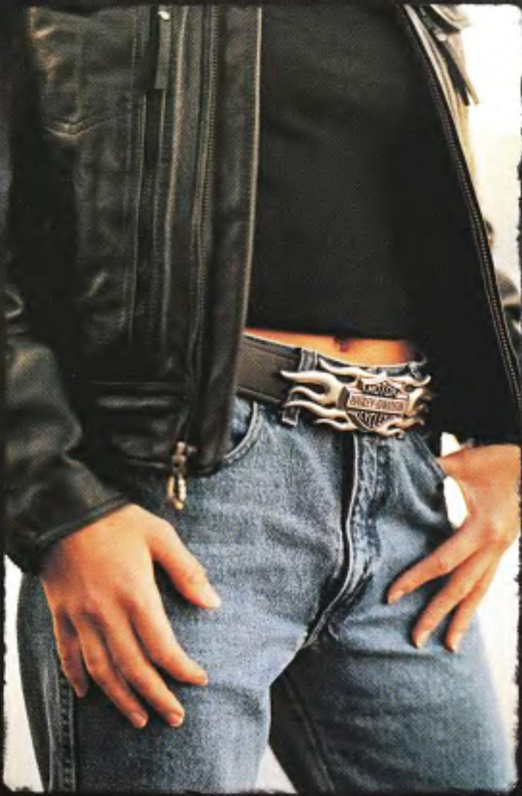
Front end

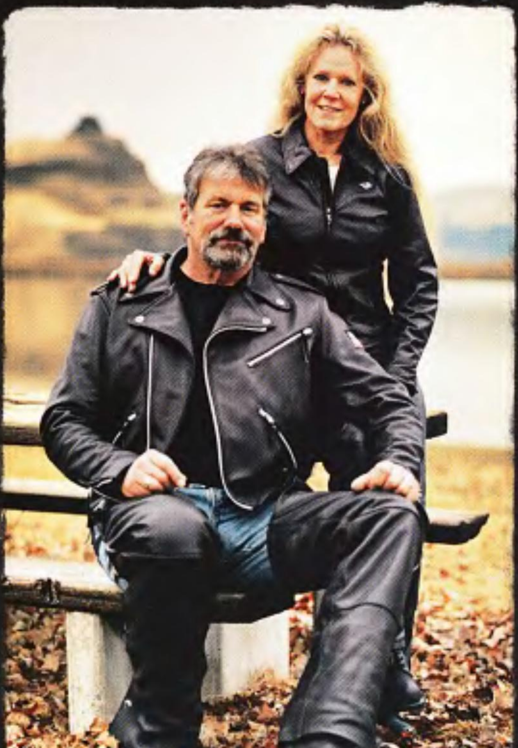
Type: wide springer, 14 over
Builder: Mondo, Denver's Choppers

Wheels

Make: Rumble Customs
Size: 21 x 2.25 front, 18 x 9 rear
Tires: Avon
Brakes: Tolle

Photos: Michael Lichter





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Happenings

ALABAMA
Styx River Annual Harleyween Party
Date: Oct. 30
Place: Robertsdale
www.riverrally.com

Children's Toy Ride
Date: Nov. 6
Place: Millbrook
Info: 334-590-6700
www.sc4c.org

ALASKA
Thanksgiving Food Drive
Date: Nov. 13
Place: ABATE, Rainbow Bar Kenai
Info: 907-776-7676

ARIZONA
Cave Creek Crawl
Date: Nov. 20
Place: MMA, Cave Creek
Info: www.mma-az.org

ARKANSAS
ABATE Yard Sale
Date: Nov. 6
Place: M&M Cycle Shop, El Paso
Info: 501-796-7070

Vietnam Vets MC Cook Out
Date: Nov. 7
Place: Fort Roots
Info: 501-982-9279

Sharp County Toy Run
Date: Nov. 13
Place: Ash Flat Ball Park
www.arkansasabate.org

Gators Turkey Scoot
Date: Nov. 20
Place: N. Little Rock
Info: 501-960-5342

ABATE D-2 Toy Run
Date: Nov. 20-21
Place: Jonesboro
Info: 870-335-9991

Broken Spoke Toy Run
Date: Nov. 27
Place: Russellville
Info: 479-968-8298

Toy Run
Date: Nov. 27
Place: Ft. Smith
Info: 479-783-0382

Buddy Biker Toy Run
Date: Nov. 28
Place: ABATE 7, Harrison
Info: 870-427-2473

CALIFORNIA
Cycle Show/ Swap Meet
Date: Oct. 24
Place: Long Beach Veterans' Stadium
Info: 714-557-1846
www.toppingevents.com

Annual Night Pack Run
Date: Oct. 30
Place: Whiskey Creek Saloon, Hollister
www.tophatters-mc.com

Easyriders Bike Show
Date: Nov. 6
Place: San Diego Convention Center
Info: 800-962-9857
easyridersevents.com

Love Ride 21
Date: Nov. 14
Place: Glendale to Castaic Lake
Info: 818-246-5618 ext. 7
www.loveride.org

Pomona Cycle Show and Swap Meet
Date: Nov. 21
Place: Fairplex, Pomona
Info: 714-557-1846
www.toppingevents.com

COLORADO
Hawg Wild MC Show & Swap
Date: Nov. 6-7
Place: Longmont
Info: 970-669-5589
www.hawgwildcc.com

CONNECTICUT
Motorcycle Swap Meet
Date: Oct. 24
Place: Stafford Springs Motor Speedway
Info: 860-875-7768
www.staffordmotor speedway.com

DELEWARE
Toy Run
Date: Nov. 6
Place: New Castle ABATE
www.abateofde.com

FLORIDA
Biketoberfest
Date: Oct. 21-24
Place: Daytona
Info: 800-854-1234
www.biketoberfest.org

Orlando Bike Fest
Date: Oct. 21-24
Place: Orlando
Info: 877-740-3770
orlandoharley.com

Ride for Kids
Date: Nov. 7
Place: Plaza of Dunnellon
Info: 800-253-6530
www.ride4kids.org

GEORGIA
Atlanta M/C Expo
Date: Oct. 23-24
Place: Farmers Market, Atlanta
Info: 706-592-4347

ABATE of Georgia Swap Meet & Bike Show
Date: Nov. 7
Place: Lakewood Fairgrounds, Atlanta
Info: 404-294-8900

Easyriders Bike Show
Date: Nov. 20-21
Place: Atlanta Convention Center
Info: 800-962-9857
easyridersevents.com

Gus Singleton Memorial State Toy Run
Date: Nov. 21
Place: Atlanta
Info: 404-294-8900

HAWAII
Hawaii State HOG Rally
Date: Oct. 22-24
Place: Honolulu
Info: 808-668-8058
histatehogrally.com

ILLINOIS
Walneck's Swap Meet
Date: Oct. 24
Place: Springfield
Info: 630-985-2097
www.walneckswap.com

Walneck's Swap Meet
Date: Nov. 21
Place: Grayslake
Info: 630-985-2097
www.walneckswap.com

INDIANA
Motorcycle Swap Meet
Date: Nov. 7
Place: South Bend
Info: 269-998-7658

LOUISIANA
Ride For Kids
Date: Oct. 24
Place: Baton Rouge
Info: 800-253-6530

Ride for Kids
Date: Oct. 24
Place: Baton Rouge
Info: 800-253-6530
www.ride4kids.org

Halloween Bikefest
Date: Oct. 28-31
Place: Belle Rose
Info: 504-343-7223

Steel Pony Express VII
Date: Oct. 28-31
Place: New Orleans
Info: 877-991-RIDE
steelponyexpress.com

MAINE
Halloween Dance
Date: Oct. 23
Place: UBM, Knox
Info: Rose 207-594-8877

Haunted House
Date: Oct. 29-30
Place: UBM, Piscataquis
Info: Al 207943-5108

Halloween Dance
Date: Oct. 30
Place: UBM, Franklin
Info: Butch 207-562-9017

MARYLAND
Bikers With A Heart Toy Run
Date: Nov. 6
Place: H-D Fort Washington
Info: 301-893-2900
www.fireupthundrout.com

MICHIGAN
Motorcycle Swap Meet
Date: Oct. 24
Place: Detroit State Fairgrounds
Info: 800-968-4242
motorcycleswap.com

Motorcycle Swap Meet
Date: Oct. 31
Place: Lansing Center, Lansing
Info: 800-968-4242
motorcycleswap.com

MISSISSIPPI
HOG Rally
Date: Oct. 28-30
Place: Biloxi
Info: 228-547-1507
msstatehogrally.com

MISSOURI
Annual Branson Toy Run
Date: Nov. 7
Place: Lodge of the Ozarks, Branson
Info: 417-334-0775

NEBRASKA
Black Jack Tour
Date: Oct. 9
Place: Joe Bananas, Omaha
Info: 402-571-6036

NEW HAMPSHIRE
Ride for the Greyhounds
Date: Oct. 17
Place: Salem
Info: 603-898-3634
www.gpa-cnhc.org

NEW JERSEY
Charity Ride
Date: Nov. 20
Place: Freehold Honda Triumph
Info: 732-462-4881

Fast Lane Bike Show
Date: Nov. 20-21
Info: 973-663-6377
Place: Edison
www.fastlanebiker.com

NEW MEXICO
Annual MC Rally
Date: Nov. 5-7
Place: Truth or Consequences
Info: 505-894-6792

Rio Rancho Toy Run
Date: Nov. 21
Place: Rio Rancho
Info: 505-604-432
www.abateofnm.org

NORTH CAROLINA
Annual Bike Show
Date: Oct. 30
Place: CBA/ABATE
www.cba.xaranda.net

OKLAHOMA
Sparks America June Bike Run
Date: Oct. 22-24
Place: Sparks
sparksamerica.com

OREGON
Hub City Biker Night
Date: Oct. 22
Place: Albany
Info: 541-451-3940

ABATE Swap Meet
Date: Oct. 24
Place: Roseburg
Info: 503-258-4329

Toy Run
Date: Nov. 13
Place: ABATE Washington County, Hillsboro
Info: 503-646-2060

North Coast Spaghetti Feed
Date: Nov. 20
Place: Astoria
Info: 503-325-2823

ABATE Swap Meet
Date: Nov. 21
Place: Portland
Info: 503-258-4329

Salvation Army Food Drive
Date: Nov. 21
Place: Coos Bay
Info: 541-759-2388

PENNSYLVANIA
Annual Meeting of the Marked
Date: Oct. 29-31
Place: Raddisson Pittsburgh Greentree
Info: 866-4TATTOO
www.tattoopgh.com

ABATE Toy Run
Date: Nov. 2
Place: Children's Hospital of Philadelphia
Info: 610-449-RIDE
www.delawarevalley abate.org

Motorcycle Extravaganza
Date: Nov. 13-14
Place: York
Info: 386-252-3101
www.cycleprousa.com

SOUTH CAROLINA
Myrtle Beach Fall Rally
Date: Oct. 6-9
Place: Myrtle Beach
Info: 843-369-5555
myrtlebeachharley.com

TEXAS
Easyriders Bike Show
Date: Nov. 13
Place: Houston, Brown Convention Center
Info: 800-962-9857
easyridersevents.com

Annual Toy Run
Date: Nov. 20
Place: Waco
Info: 254-366-0095

UTAH
ABATE Halloween Party
Date: Oct. 30
Place: Barbary Coast, South Salt Lake
Info: 801-232-2949

VIRGINIA
Annual Toys for Tots
Date: Oct. 24
Place: Fredericksburg
Info: 540-374-5500
www.oysterrun.org

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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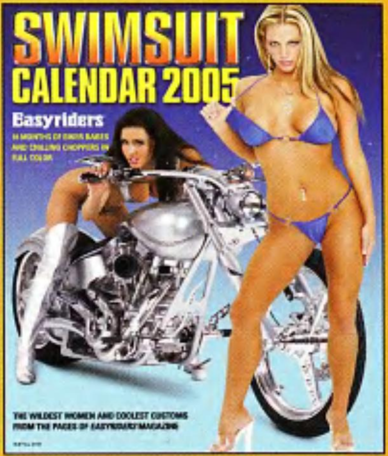

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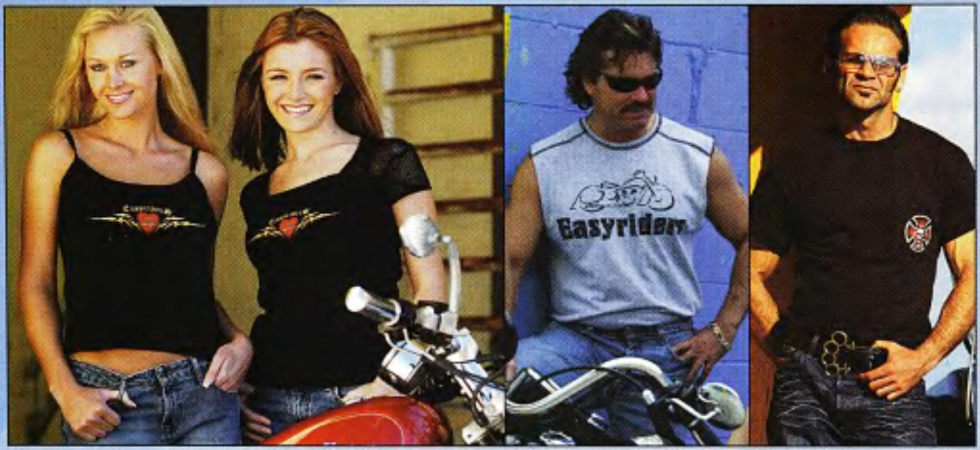

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They're Baaaack!

OWNERS OF CHRIS-CRAFT BOATS ACQUIRES INDIAN

Indian MOTORCYCLE

Stellican Ltd., a London-based private equity firm, recently announced the acquisition of the trademarks and related intellectual property of Indian, America's oldest and most iconic motorcycle brand.

As we all know, the original Indian Motocycle Company was around from 1901 to 1953. It was not until 1998 that Indian Motorcycle was restarted by a series of investor groups.Their efforts to make the company profitable ultimately failed. In September, 2003, Indian Motorcycle Company elected to be liquidated through an Assignment for the Benefit of Creditors process managed by CMA Business Credit Services in Burbank, California.

In 2002, the United States heavyweight cruiser market (over 900cc) exceeded $4 billion with over 230,000 units sold. The market recently has experienced double-digit growth rates with continued growth projected. The premium ($12,000/unit) heavyweight cruiser market is considered to be the most profitable segment. This is where Indian Motorcycle Company competed by providing an alternative to Harley-Davidson in terms of brand, heritage, and style. It is interesting to note that Indian has an extraordinary 94% aided brand awareness in the USA and enjoys a cult-like following among motorcycle enthusiasts.

"I believe Indian remains among the most powerful brands in the U.S. motorcycle market, and we are delighted to own such an iconic American brand," commented Stephen Julius, an Anglo-Italian financier and founding Partner of Stellican Limited. "Our primary goal is to return Indian to its rightful position as a premium motorcycle brand, selling beautifully designed, high-quality products and delivering world-class services. We will do so by carefully and thoughtfully developing the business from the ground up, guided by an overriding determination to remain true to the rich heritage of the Indian brand. We are long-term brand builders, obsessed with product design and quality. We have clearly demonstrated our ability to the world over the last three years with our re-launch of Chris-Craft boats, another business we own today and which we purchased out of the 2000 bankruptcy of Outboard Marine Corporation. We are confident we will repeat our success with Indian," added Mr. Julius.

Stellican is currently determining how to re-position the Indian brand, addressing such issues as where to manufacture in the USA, which engine technology to utilize, which dealers to appoint and when to re-start new production.

—Phantom

Biker Politics

Photo: Arne Ternsen

Mayor Pam Pratt (second from left) of Isleton, California, sure makes bikers feel right at home.

AMERICA'S MOST BIKER-FRIENDLY MAYOR

We tip our hats to Mayor Pam Pratt of Isleton, California, for being the most righteous biker-friendly mayor in the lower 48 states (as well as being easy on the eyes). Ya see, a group of us bikers always makes it to Isleton's awesome Crawdad Festival each July, where they truck the crawdads in fresh from Louisiana daily. Mayor Pratt makes sure that you are well taken care of if you ride in on two wheels. She not only sets up motorcycle-only parking at the event, but parties right along side our demented crew with the best (or worst) of us. She makes sure that whatever a biker needs, a biker gets in Isleton.

The Crawdad Festival draws many thousands of happy, crawdad eating crawdad eaters each year, and as we all know, many bikers are also crawdad eaters. Thanks for the great time Mayor, we'll be back next year.

—Phantom

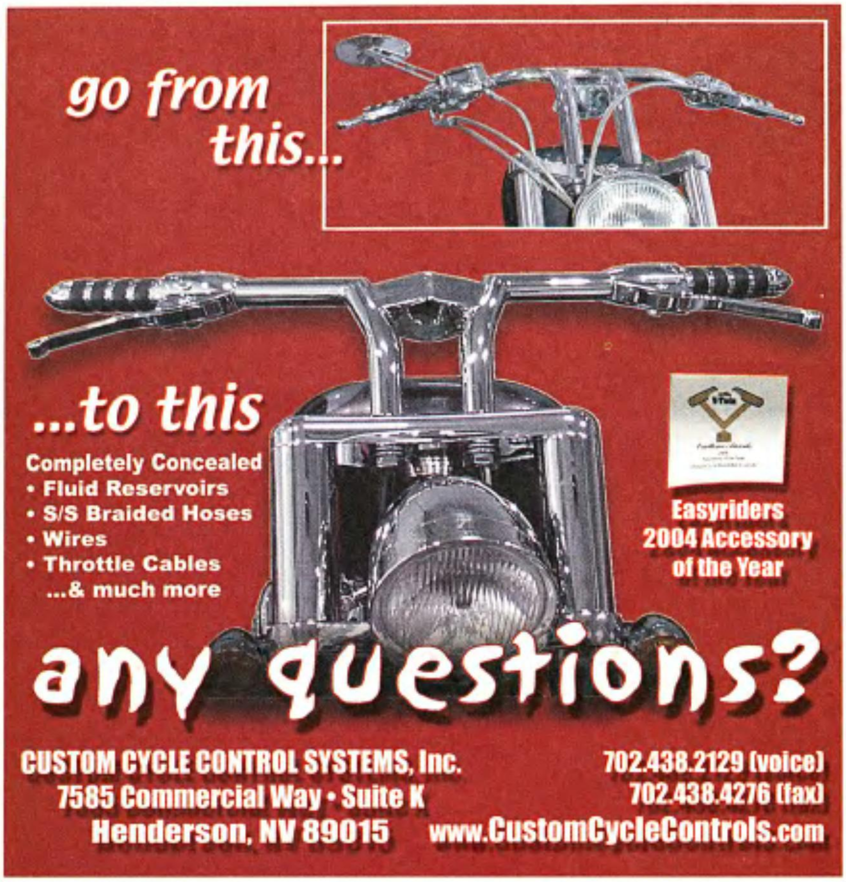
Biker Art

MOTORATION CYCLE DÉCOR

Photo: Bene' Michelle

Motoration Cycle Decor, (Definition: patented, hand-fabricated, custom motorcycle themed art furniture incorporating the use of actual motorcycle parts.)

Motoration has been a dream in the making for industrial designer Bene' Michelle over the past 13 years. During



Motoration Cycle Décor Continued

this process of research and development for Motoration, Bene' made a strong commitment to give back to the world through her passion of art and design. Orphaned at 17, Bene' began to search for a way to fill the void in her life by pursuing her love of creativity. Now, 13 years after it's conception, Motoration and Bene' Michelle will make their debut at the 21st Love Ride through the interest, help and efforts of Founder Oliver Shokouh, and Jay Leno.

Bene' Michelle will be donating pieces to have signed by numerous celebrities and then auctioned off with all proceeds going toward the Love Ride Charities. These celebrities will be people that Bene' has deep admiration for and helped to inspire her to follow her creative dreams.

For more information and continued updates about Motoration and the 21st Love Ride go to www.motoration.com or www.loveride.com.

See you there. —*Phantom*

Coast to Coast

Biker News

LOUISIANA REINSTATES HELMET LAW: All motorcyclists are now required by law to wear helmets when traveling in Louisiana, under a bill that won final passage through the state legislature and with the backing of Gov. Kathleen Blanco, who has said that she will soon sign the measure.

With time running out on this year's legislative session, the Senate voted 26-12 on June 17 to send the House-passed measure to the governor, despite the bill's defeat in the House just weeks earlier. With Gov. Blanco's support in reviving the bill, it passed the House by a vote of 57-27 and was sent to the Senate just one week before adjourning.

Backed by the new governor, the bill effectively repeals a 1999 law pushed by former Gov. Mike Foster, an avid motorcyclist. The Foster-backed law allowed anyone over 18 to ride without a helmet if they had at least $10,000 of bodily injury insurance. Louisiana has 95,000 registered motorcycle riders.

Foster blasted passage of House Bill 109 by Rep. Clara Baudoin, D-Carencro. "It's Big Brother rearing its ugly head—or Big

Sister," he told the *Baton Rouge Advocate* after the Senate vote. Foster said passage puts the state out of line with most of the rest of the nation. "Most states have a choice in their law," said Foster, referring to the fact that 31 states currently allow adult riders to decide whether to or not to wear a helmet. He also said there are no death or injury statistics to justify the mandatory helmet law.

BIKERS NOT TO BLAME, SAY INSURERS: Two-thirds of motorcycle accidents involving other vehicles in Victoria, Australia, are not caused by the motorcyclists, new insurance figures show.

Data from insurance claims showed drivers caused 68% of the multiple-vehicle crashes involving motorcycles in Victoria between 2001 and 2003, according to national motorcycle insurer Swann Insurance.

The figures, reported on July 5, 2004, also showed that during the same period drivers were responsible for more than 70% of the accidents involving motorbikes in New South Wales, Australian Capital Territory, South Australia and Western Australia.

Swann Insurance general manager Duncan Brain said: "These figures confirm what motorcycle riders have been saying for some time—that motorcyclists generally are not to blame for multiple-vehicle crashes.

$50 GRAND AWARDED FOR ARIZONA SAFETY CAMPAIGN: ABATE of Arizona was recently awarded $50,000 from the Motorcycle Safety Fund to be earmarked for a billboard campaign to heighten the awareness of passenger vehicle operators to be more observant of motorcycles.

ABATE has entered into an advertising contract with Viacom to produce 35 billboards in the Phoenix and metropolitan areas for an eight-week period beginning in late July.

NEW POLITICAL PARTY AIMS TO SERVE BIKERS: If you believe that the existing political parties don't reflect your views as a motorcyclist, maybe the ABP is right for you. Neenah, Wisconsin, businessman Steve "Mad" Erato has formed the American Biker Party to serve as a grassroots alternative to the Republican and Democratic parties.

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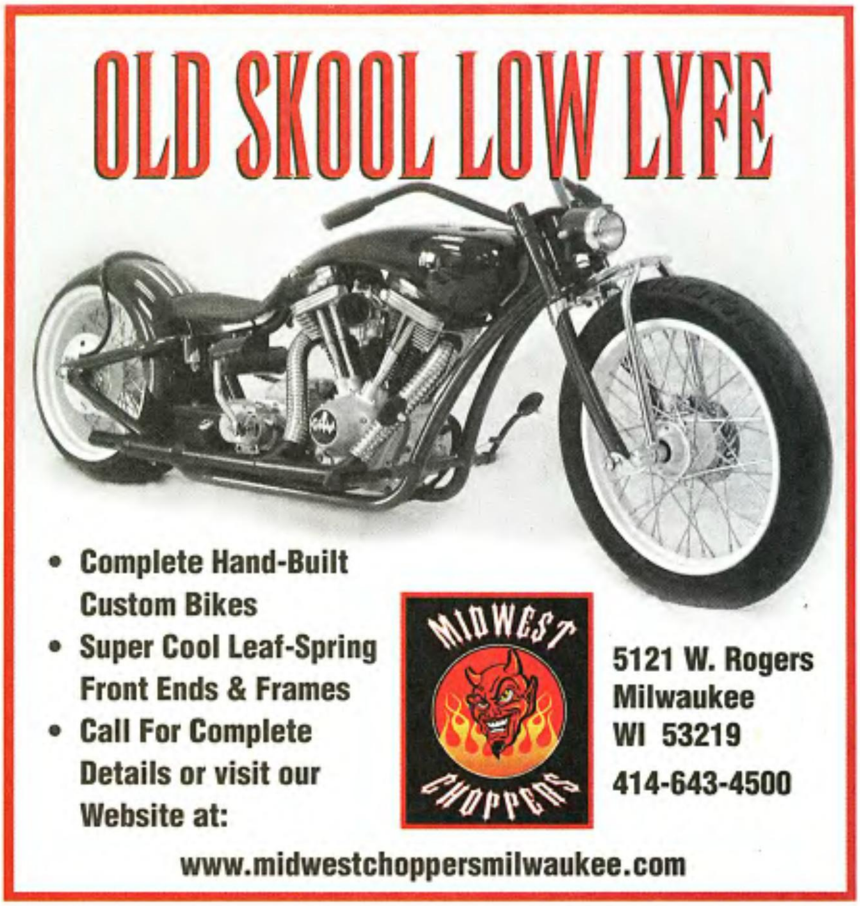

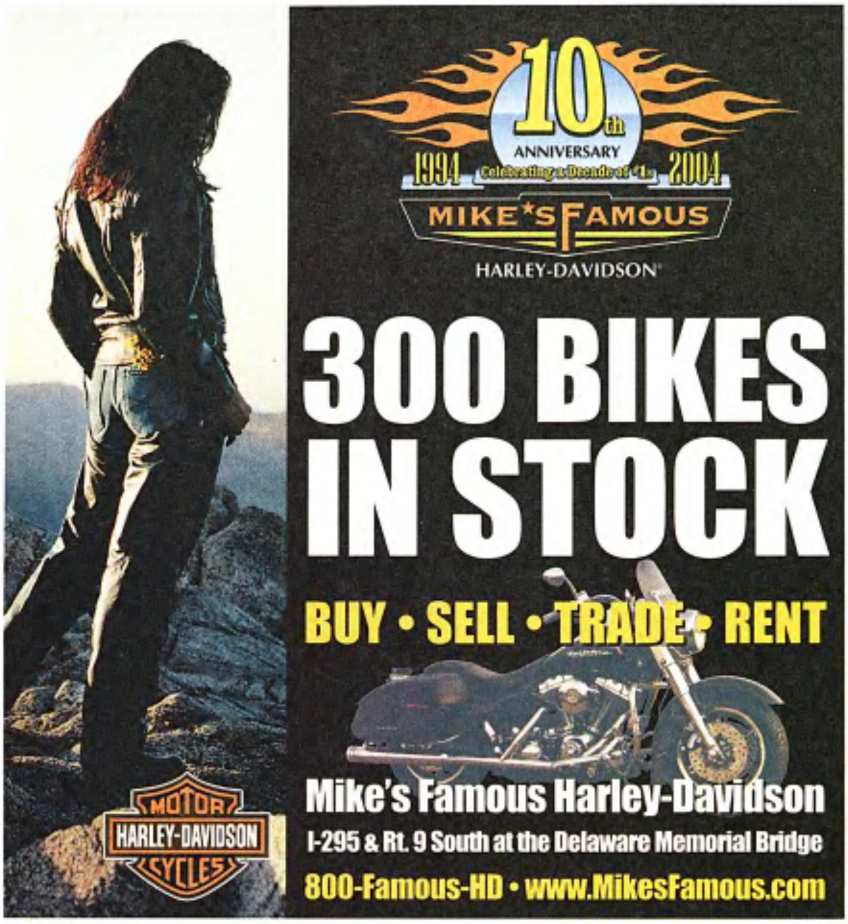

BACK ISSUES

VQ AND QUICK THROTTLE

SPECIAL BLOW-OUT PRICING!

VQ	SPRING	SUMMER	FALL	WINTER
1994	1	2	3	
1995	5	6	7	8
1996		10	11	

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
1997	12	13	14	15	16	17
1998	18	19		21	22	23
1999	24	25	26	27	28	29
2000	30		32			

QUICK THROTTLE

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
1995				2	3	4
1996	5	6	7	8	9	10
1997	11	12	13	14	15	16
1998	17	18	19			22
1999	23			26		
2000			All 2000 Sold Out			

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Biker News CONTINUED

The American Biker Party will be geared toward motorcyclists, but the party is open to anyone. "If your grandmother wants to come, she is welcome," said Erato, who owns Eagle Nation Cycles where the party's organizational meeting was held on June 23rd to shape the party platform and agenda.

Erato told the local newspaper, the *Post-Crescent*, that the party will emphasize less government than either the Republican or Democratic parties and will fight against laws requiring motorcyclists to wear helmets.

"We believe in freedom of choice," he said. "We believe there is way too much government involved in everybody's life. We are the ones paying for all of this government intervention."

Erato said the American Biker Party would be marketed to motorcycle groups throughout the United States. He said bikers in Wisconsin share many of the same concerns as bikers elsewhere. "We need something to tie it all together," Erato said. "That's what we want to be."

REFLECTIVE VESTS REQUIRED FOR MILITARY MOTORCYCLISTS: Military safety regulations for motorcycle riders have long been the strictest in the world. They requiring such personal protective equipment as helmets, eye protection, full-fingered gloves, over the ankle boots, long sleeve shirts and long pants, both on and off the base, and for both military personnel and civilians (under government contracts) who operate bikes on military installations.

Now, according to the military newspaper *Stars and Stripes* in their July 13th Pacific edition, Pacific Air Force bases (PACAF) have released stricter new rules for motorcyclists set forth in the service's traffic safety program. Besides a requirement for motorcycle safety training, and a refresher course every three years, the most noticeable change is the requirement that all bike riders wear an international orange or lime-green safety vest with 90 square inches of reflective material.

The PACAF supplement was released May 17 and is being enforced at most bases, according to military officials. First-time violators lose driving privileges for 15 days; a second citation within 12 months results in a 30-day

suspension; and a third ticket in a year equals no riding for 12 months.

STRETCHED AND RAKED: Rick Dozier of Georgetown, Kentucky, and three friends have broken the record for the longest motorcycle in the world, stretching an amazing 29 feet 11 inches. The previous record was held by an Australian man whose motorcycle was 24 feet 11 inches long. —*Bill Bish*

Legalese

WILL CALIFORNIA BAN SMOKING IN CARS?

Don't think that these folks are getting any less crazy here in California with our new governor in office. While we waited for AB 2844 (our handlebar-height law) to be heard, we also heard testimony for the bill to make it illegal to smoke in your own car when minors are in the vehicle. That bill passed out of the Assembly Transportation Committee. Now, I'm not advocating smoking around children, or smoking in general, but where do you think they'll stop next? The next logical step is either say you can't smoke in your house with children present (I'd like to see them try to enforce that) or that smoking is illegal altogether.

—*Jean Hughes, State PAC Chairman, ABATE of California*

More Legalese

NEW MEXICO UPDATE

As far as I can tell from my research, New Mexico has had a handlebar height law on the books since approximately 1978. However, in March, 2002, former Gov. Gary Johnson signed off on a bill finally repealing the state law saying the top of your handlebars couldn't be more than 15 inches higher than the seat of the motorcycle. But meanwhile, back in Albuquerque, there was still a law on the books stating the same restriction on the height of handlebars. It should be noted that New Mexico is a "home rule state," where a local government can have its own, more restrictive law(s) than the state statute.

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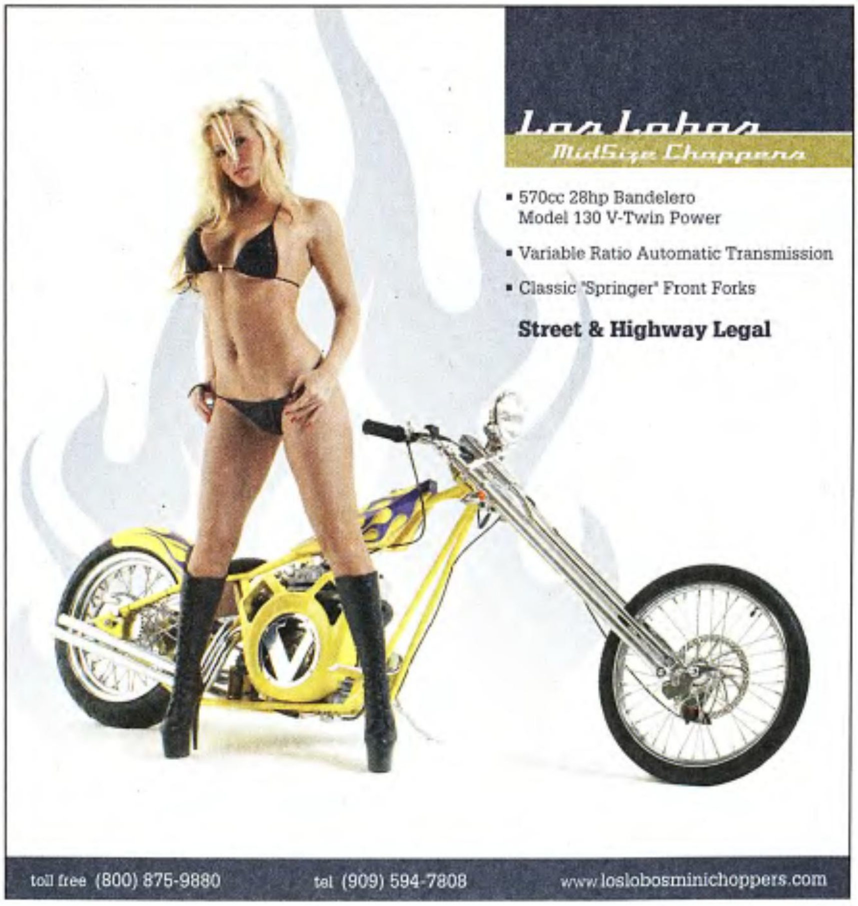

New Mexico Update Continued

All year long in 2002, the New Mexico Motorcyclists Rights Organization (NMMRO) was busy meeting with city officials trying to get some changes made to the city's old 1974 traffic code as it pertained to motorcycles. One city ordinance said, "The top of your handlebars couldn't be more than 15 inches higher than your seat. At first we tried to reason with them, that since the state had repealed the law, why can't the city? They still wouldn't budge. So we started researching stock handlebar heights for different motorcycle manufactures. Many were higher than 15 inches. And lo and behold the BMW's stock handlebar height was something like 17 inches higher than the seat."

Well, it seems the Albuquerque Police Department (APD), had procured a year earlier some beautiful BMW dressers, whose handlebar height violated the city's very own traffic code. But yet the APD's motorcycle unit officers continued to proudly ride their bikes for nearly two years while we lobbied to have the city ordinance overturned. So finally, after a very arduous fight, in July 2003, the City of Albuquerque finally effectuated a change to their code, thus, repealing the handlebar height limit.

—C.J. August,
New Mexico Motorcyclists Rights Organization, (NMMRO)

Industry News

RUCKER PERFORMANCE RELEASES A COPPERHEAD

Photo: Courtesy of Rucker Performance

When we told some folks that there were Copperheads migrating out of Texas, they replied: "You morons, ain't no copperheads in Texas!" We merely

smiled and said, "There are now. These are Copperheads with a capital C. And they're plenty venomous." As they stared at us blankly, we proceeded to explain:

Motorcycle manufacturer Bill Rucker of Rucker Performance custom motorcycles in Fort Worth, Texas, recently spawned a 124-inch, polished S&S, 6-speed, drop-seat chopper that he christened—Copperhead. The bike's goodies, though, don't cease with those just mentioned; to learn more call Rucker Performance at 817-838-3200 or e-mail 'em at info@ruckerperformance.com.

The Copperhead was the first to roll out of Rucker's new production facility, but the company tells us there's several more to follow such as Gauntlet, Warlord and Assassin. Keep your eyes open.

—Nomad

Biker Politics

MISSOURI HELMET BILL CRASHES IN SENATE

Missouri motorcyclists have been torpedoed "again" by self-serving politicians in their State Legislature. This most recent blow to freedom of choice in Missouri is especially disappointing in light of how close they came this year. After passing the entire House of Representatives, the bill came out of the Senate Transportation Committee with a "do-pass" recommendation.

It was expected that the bill would pass the full Senate, given that Missouri bikers were promised a place on the calendar before the legislative session expired, and they had a sufficient number of committed "yes" votes to pass the bill. But a filibuster by Sen. Ken Jacob of Columbia wasn't counted upon.

A public servants' public service is measured by their "actions," and there is, in my opinion, absolutely no gray area. Politicians like Sen. Jacob, are nothing but enemies of free motorcycling in Missouri, and the sooner they are turned out of office, the better.

So, riders in Missouri are saddled with a mandatory helmet law for another year—that's unfortunate. Sorry to be the bearer of bad tidings, but let's continue to work together and stand in solidarity with our Missouri brothers and sisters, and hope they have better luck next year as they continue to advance this freedom issue.

—"Tiger" Mike Revere, ABATE of Okla.

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Cartersville

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National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a, 4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.

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THE 64TH BLACK HILLS RALLY AND RACES

STURGIS

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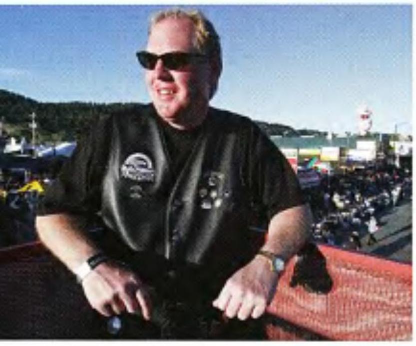
J.C. "Pappy" Hoel and The Jackpine Gypsies started this shindig many years ago to enjoy racing and brotherhood. You can still meet and hang out with the Gypsies over



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Centerfold Tour

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Laconia, NH
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at the
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Sturgis, SD
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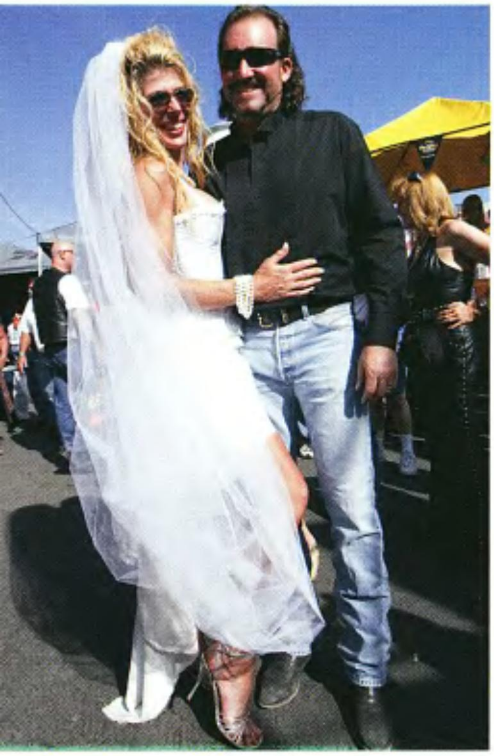

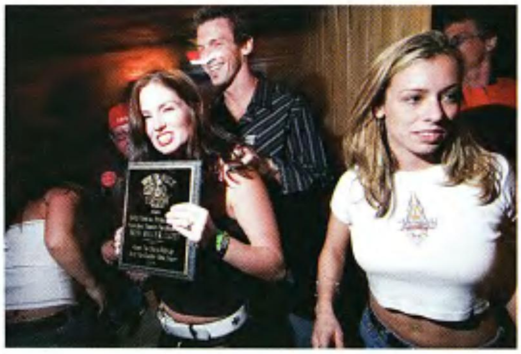

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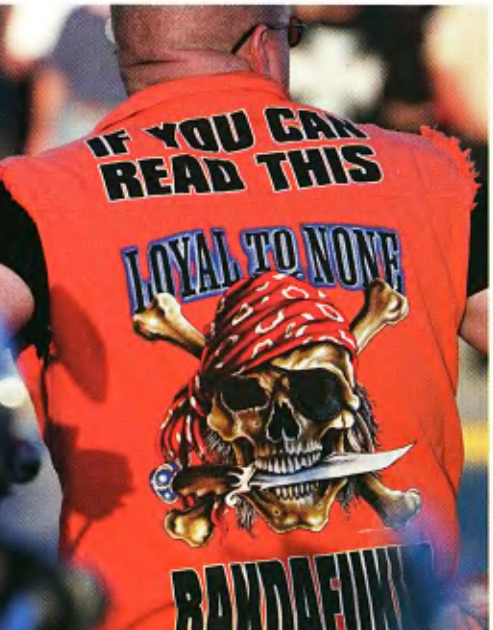
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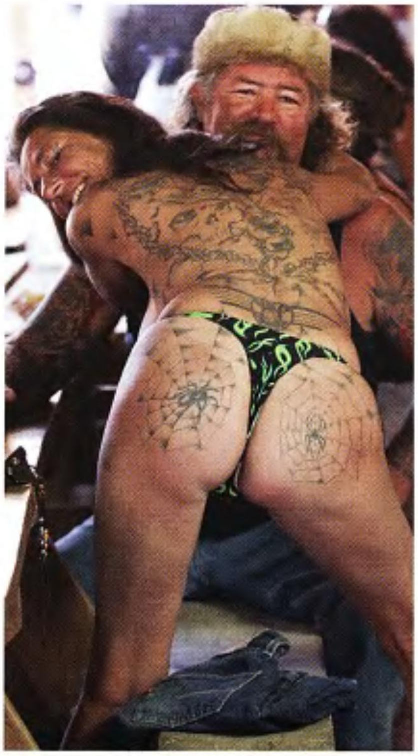


at the Veteran's Hall just off of Main Street in Sturgis. The Jackpine Gypsies also offer up their own special brand of killer hill-climbs and dirt-track races as only they can. The breakfast they serve up every morning is terrific too. Become an associate member of the Jackpine Gypsies and support the Rally's originators by writing to: Jackpine Gypsies, P.O. Box 627, Sturgis, South Dakota, 57785. It's the right thing to do.

This year's Rally highlights included the Easyriders Centerfold Tour master bike builders over at the Broken Spoke. Here you could see custom choppers by master builders Billy Lane, Eddie Trotta, Kim Suter, Kendall Johnson, Paul Yaffe, and Indian Larry. You could also hang out with these famous builders, get their autographs, have pictures taken and generally embarrass yourself by having too much fun.

Over on 4th and Main Street in Sturgis, the Hard Rock Casino Roadhouse was the place to party with such builders as Cory Ness, Chica, Eddie Trotta and Kendall Johnson. You could check out these builders' custom Hard Rock bikes and enter to win one. Speaking of rock star bike builders, the line for an autographed Orange County Choppers T-shirt—over at OCC World across from Phil Town—was hours long. However, I got Mikey to sign a used hot dog wrapper in just under three minutes.

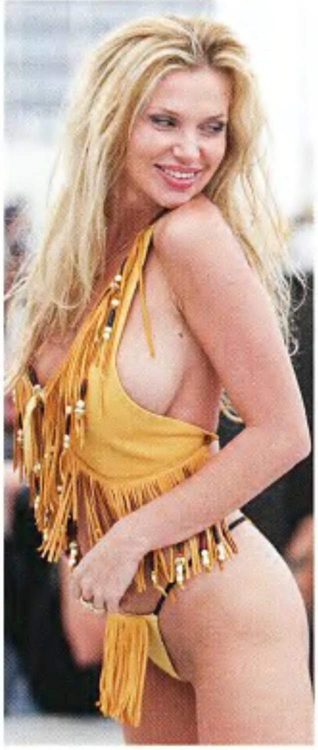
The Buffalo Chip Campgrounds served up good ol' rock 'n' roll in the evenings with everyone from Montgomery Gentry kickin' things off the first wekend to Kid Rock (the biggest Sturgis concert ever) and George Thorogood tearin' the place up. The Full Throttle even had a "live" pay-per-view TV extravaganza goin' on along with the wild Teresi Dyno Drags truck.

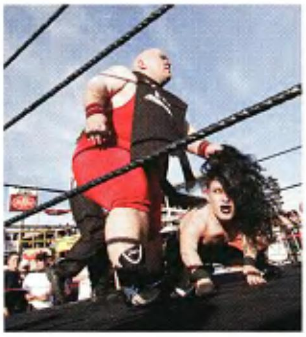
We still dig drinkin' at The Pyramid Bar and eatin' at One Eye Jack's right in the heart of the action, but ridin' out of town is a gas. This year we rode out to Wall, to see world famous Wall Drug and the famous Badlands. Don't be afraid, the T-Rex was made out of plastic and the animatronic cowboys won't hurt ya, but don't get lost in the endless stretch of moonscape known as the Badlands or you'll be in a world of hurt.

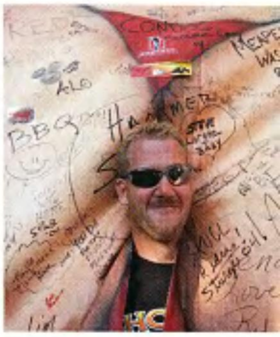
On Tuesday, Michael Lichter held the grand opening and reception of a new exhibit at the Journey Museum. *Bob's Back* featured over a dozen old-school bobbers by famous builders such as Chica, Billy Lane, Indian Larry. OCC and others, as well as a killer collection of original David Mann paintings.

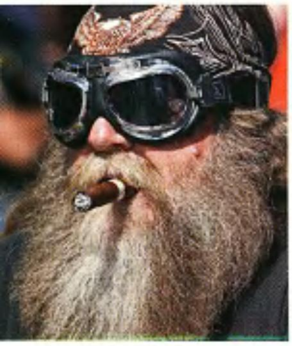
In conjunction with the reception, Metzeler Tires organized its second annual custom bike competition in the parking lot in front of the museum. Custom motorcycles that use any of Metzeler's tires were welcome to enter the show. Congratulations to Darrian Tefft of Jolly Roger Customs for winning Best of Show with his rad red ride. Look for it in a future issue of *Easyriders*.

Right across the street at the Rapid



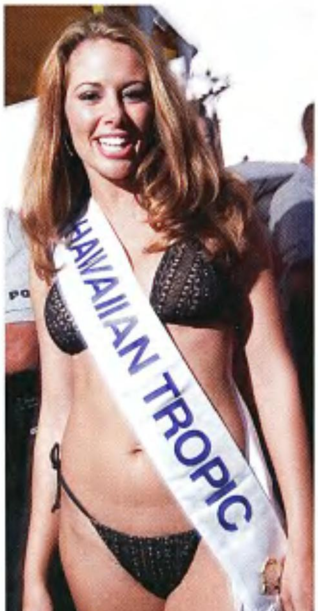






City Convention Center, Harley-Davidson offered a preview of some of their 2005 models and the full line of H-D products, accessories and services. We dug the new "Nostalgia Fat Boy." The new CVO V-Rod, Fat Boy and FLT models were awesome as was Ford's new 2005 Harley diesel truck. You could test ride Harleys in Sturgis, throw a leg over a new Victory King Pin, as well as some of those European and metric cruisers. Just don't drop 'em on the twisty road to Deadwood.

A tip of the hat is in order to those men and women who were inducted into the Sturgis Motorcycle Museum and Hall of Fame this year. They included our own beloved David Mann (see details in our "Hot News" section). The Museum is a "must see" while in Sturgis; it's located on Main Street and Junction Avenue. Check it out.



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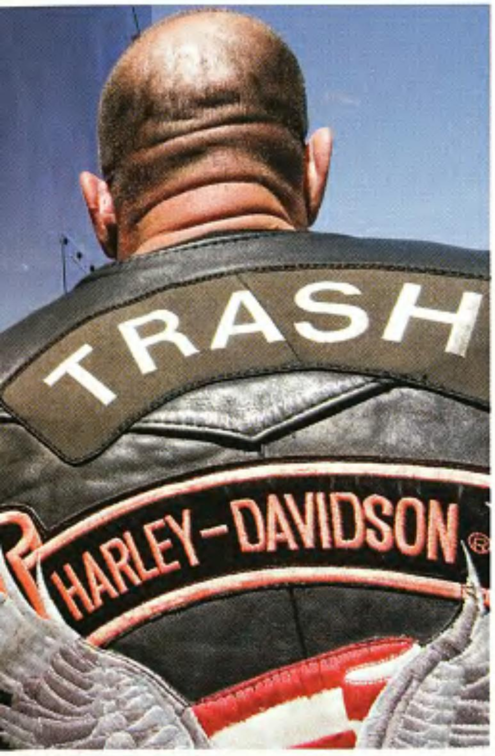
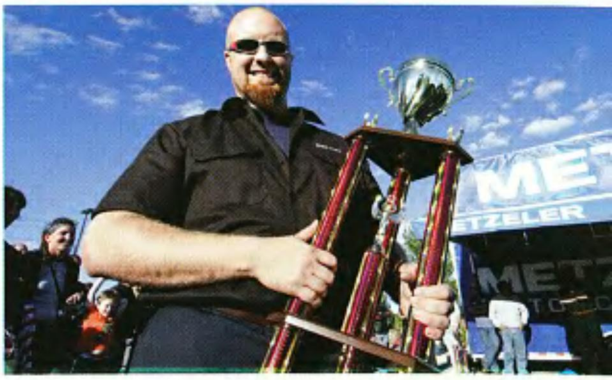




On Wyoming Wednesday many bikers make the ride from Sturgis to the Devil's Tower out passed Hulett and back with stops in Beulah and Sundance to burn the rubber off their tires. But since everyone and his brother knows about this little run, many stayed in town that day and partied at the Full Throttle Saloon and the new Thunder Road across the street on Highway 34 right next to the Glencoe CampResort.

On Thursday, we partied at Thunder Road, where our sister publication, *Biker* magazine, teamed up with *Penthouse* magazine for their second annual bike show with $5,000 in prize money and trophies. You could also ogle those pert *Penthouse* Pets. The Best of Show winner was…Darrian Tefft again. That bike is HOT!

Vendors and aftermarket companies galore were on hand to show off and sell their wares and if you can't find something new for your ride in Sturgis, it just doesn't exist. Every year more and more aftermarket companies move out to South Dakota and set up permanent shop. This past year Keith Terry of Terry Components, Dave Withrow of Black Hills Choppers and Paul Pankonin of Lehman Trikes all opened businesses in the Black Hills. Best of luck to you all.

Sturgis is miraculous. Where else can you see a full dresser and rider being hoisted by a giant crane hundreds of feet in the air, wake up to wild turkeys in your tent or see a midget wrestler moon his opponent and then sit on the poor li'l dude's face.

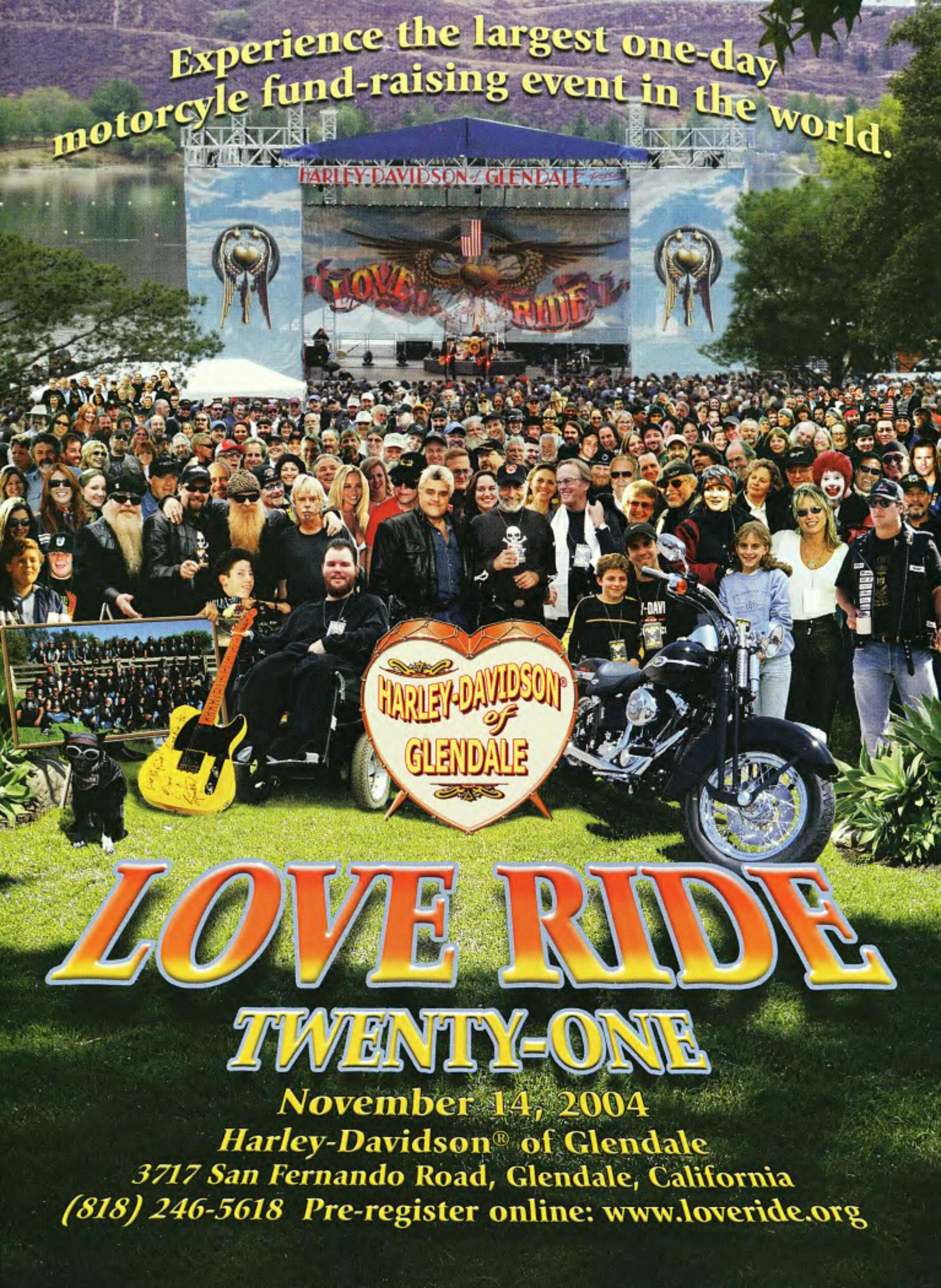
There were a few bummers; like the fact that one of the promoters of the Sturgis Music Festival, which was to offer acts such as B.B. King and Hank Williams Jr., split town with the money and the whole thing was cancelled. Or how about the hundreds of bikers who caught D.U.I.s right after the Kid Rock concert, or the 10 riders who died during this year's Rally. Those numbers are actually amazingly low when you consider that the town of Sturgis went from 6,800 residents to over half a million this year during Rally Week.

For 64 years Sturgis has offered a true homecoming for the two-wheeled world. "Give us your scooter tramps, your sexy biker babes, your drunk and your daffy," should probably be inscribed in granite somewhere on Main Street for posterity. "Your rumbling masses yearning to be free."

Yeah, Sturgis can change your life.

—Dave Nichols

Photos: Michael Lichter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HOT NEWS FROM STURGIS 2004

Hall Of Fame – David Mann

The Holiday Inn at Rapid City once again hosted The Sturgis Motorcycle Museum & Hall of Fame inductions for 2004. New Hall of Famers included our own **David Mann.** Known as the Norman Rockwell of the biker world, David is noted for documenting the freedom and passion that surrounds motorcycling through his paintings in *Easyriders* and *Biker* magazine. Inductees included:

- J.C. "Pappy" Hoel Lifetime Achievement award recipient and lifelong rider **Annie Brokaw.**
- **John Paul DeJoria,** owner of John Paul Mitchell Hair Systems.
- **The Early family,** father Lloyd Sr., and brothers Lloyd Jr. (Gunner), and Bob.
- **Harry Tagaris** of Harry's Motors in Denver.
- Motorcycle historian **Jerry Hatfield.**
- **Bruce Rossmeyer,** who has helped to raise millions at motorcycle runs and auctions to help children.
- **Perry Sands** owner of Performance Machine.
- Motorcycle Rights advocate **Dal Smilie.**
- Motorcycle racer **Bill Waltermire.**

2004 Freedom Fighters Inductees included Mark Buckner, Ian Mutch, Donald "Pappy" Pittsley, and our own Michael "Balls" Farabaugh. We send our congratulations to all.

Victory Teams With S&S Cycle

To satisfy the power and performance desires of its customers, **Victory Motorcycles has teamed up with the leading aftermarket source for American V-twin performance equipment, S&S Cycle Inc.** in an alliance that will result in the development of high-performance engine components for Victory bikes.

Victory, the motorcycle division of Polaris Industries Inc., will provide the S&S Cycle product development team with technical information about Victory Freedom V-twin engines as well as advanced information about new Victory products. This will allow them to design, test and produce performance equipment for Victory motorcycles in the most timely fashion.

The alliance was unveiled during the Sturgis Rally and represents an ongoing commitment by Victory to allow owners to outfit their motorcycles with high-performance products.

The first S&S products for Victory motorcycles will be performance kits that convert Victory's Freedom 100/6 and 92/5 V-twin engines into high-performance 106-cubic-inch engines. These kits are scheduled to be available in the spring of 2005.

Bob's Back & The Metzeler Bike Show

The Journey Museum in Rapid City has played host to a number of bitchin' bike-related museum exhibits over the last few years. This is thanks to our own **Michael Lichter.** This year Mike showcased a collection of old-school bobber bikes in his *Bob's Back* show which also featured original art from our own David Mann. On Tuesday during the Sturgis Rally, Michael held his annual exhibit opening party and outside the museum, **Metzeler Tires** held their second annual ride-in bike show. Bikes sporting Metzeler tires were welcome and the big winner was Darrian Customs. Darrian won a trip to Italy for the EICMA show, known as the largest motorcycle show in the world.

OCC David Mann Tribute

After hours at the Journey Museum, the crew from **Orange County Choppers** had a private tour of all the **David Mann** original paintings. Their mission: to find just the right David Mann chopper to replicate in real iron for an upcoming episode of *American Chopper*. The idea is to create a David Mann tribute bike. Could be very cool.

Biker Magazine Bike Show

For the second year, ***Biker* magazine** teamed up with *Penthouse* magazine to bring you a cool ride-in bike show. This year the show took place across the street from the Full Throttle Saloon at Thunder Road. This kickass party allowed you to meet *Penthouse* Pets, ogle classy rides of all kinds and meet *Biker* magazine's editor Clean Dean Shawler and art director Beatnik. The winner took home $5,000 in prize money and a bike feature. Special thanks to Michael Farabaugh as well as sponsors The Skunkworx, RC Components, Grandeur Cycles, Wimmer Customs, Black Swamp Choppers, and Gypsy Leather. Congratulations to big winner Darrian Tefft of Jolly Roger Customs.

Hard Rock Roadhouse

One of the hottest spots in Sturgis was at the **Seminole Hard Rock Roadhouse** on the corner 4th and Main Street. Event-goers could meet celebrity master bike builders (seen on Discovery Channel's *Great Biker Build-Off* series) and check out the special Hard Rock custom bikes by Eddie Trotta, Kendall Johnson, Chica and Cory Ness. Besides bikes and builders you could check out the hottest chicks in Sturgis. We're talkin' Hard Rock girls, Hawaiian Tropic bikini models, TrimSpa models and their OCC custom bike. You could also enter to win one of the four Hard Rock bikes and—you still can! Just visit www.hrroadhouse.com for details. The winner of the bike will be drawn at the Seminole Hard Rock Casino in Ft. Lauderdale, Florida, during the Sun Run, December 2nd to the 5th. Check out: www.ftlauderdalesunrun.com.

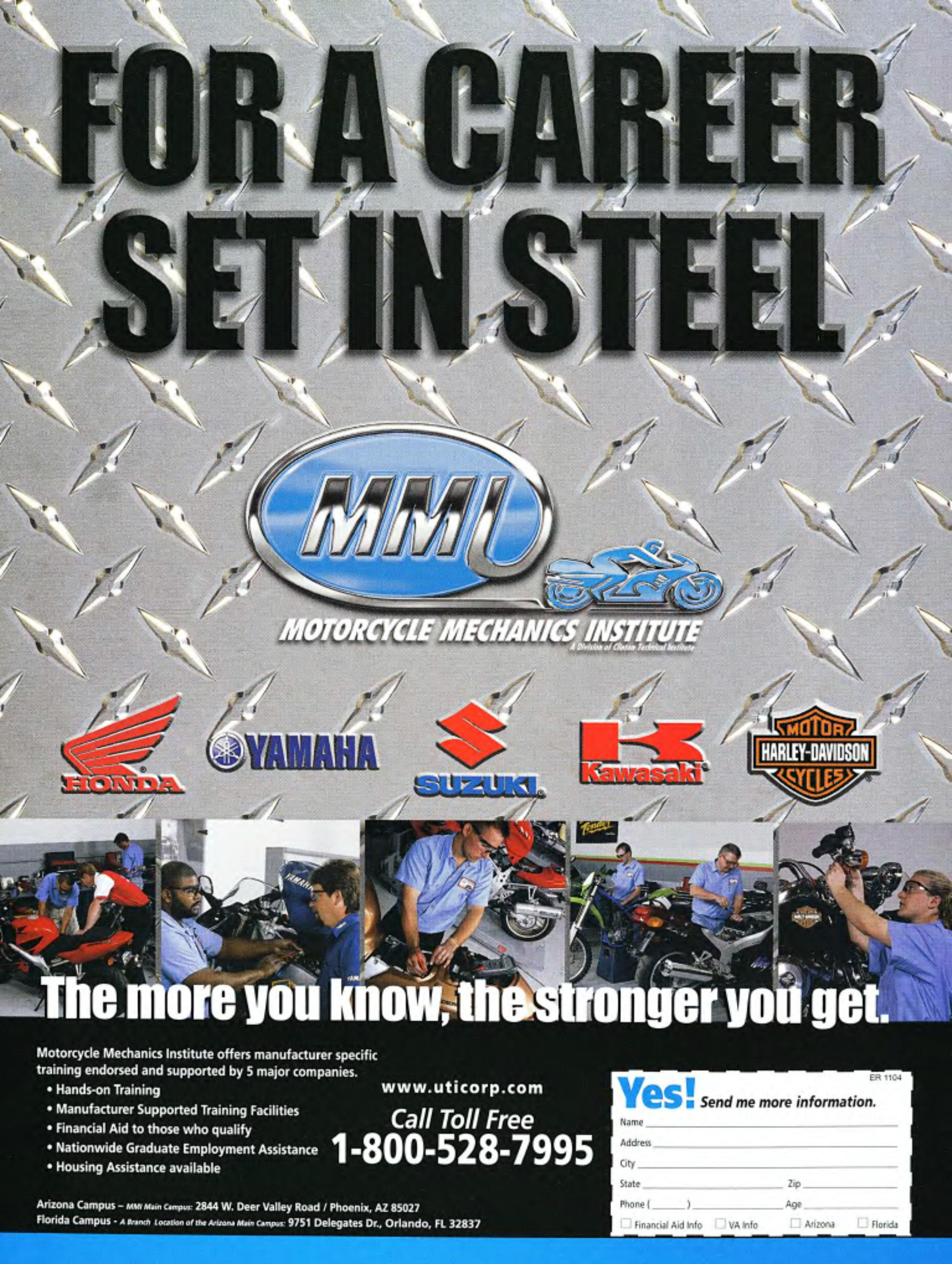
Tauer Machine Oil Cooler Cover Plates

Tauer Machine introduced a line of wild patent-pending primary belt drive covers, doubling as engine oil coolers. Machined with 3-D designs out of billet aluminum, these cover/coolers are designed to fit Primo and BDL standard open primary belt drives. Each features an integrated cooling system where the oil flows through a series of zig-zag channels that are cut into the outer cover. The oil cooler has a specially designed gasket system, using O-rings and check valves rather than a paper gasket, resulting in a leak-free system. To top it off the outer cover is attached to the inner cover via an ingenious fixture that does away with any visible fasteners, for an uncluttered, sanitary look. Plus, these babies are slick as snot. Call 888-345-2135 for more info.

Baker Drivetrain 300 Wide-Tire Kits

Baker Drivetrain was displaying hot new 300 conversion kits that allow you to mount a monstrous, 300-series rear tire on your unsuspecting Softail. The Essential Package includes a super-wide swingarm, brake bracket, a right-side-drive 6-speed Baker transmission with pulleys and final belt, a massive, reinforced steel fender that incorporates a bright LED taillight inside a recessed license mount. Other options are available from Baker Drivetrain: Call 877-640-2004, or visit www.bakerdrivetrain.com.

—Dave Nichols



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Talking Tech

LONG-WINDED CORNHUSKER

I am building a hardtail bobber from a 1967 shovelhead donor bike that I found in a local barn, believe it or not. I have finished most of the chassis and now it is time for the engine and transmission. The last owner parked the bike about 20 years ago when the female rod broke. It scarred the bottom of the crankcase but there are no cracks that I can find. The pistons are just 0.010 over so I plan to keep the stock cylinders but I want to install either a Truett & Osborn or S&S stroker bottom end, since I need a new one anyway. My main question is how much stroke should I use and should I get forged pistons? Also, I know that the cam is very important and I would like to have your recommendation on that. And solid or hydraulic lifters?

I don't expect my bobber to be the fastest thing in town but I want it to look good. The rocker boxes are very badly pitted but I can't find anything that looks better. Any suggestions on that? I tried polishing the front one a little, but the pits are so deep that polishing doesn't seem to be the answer. I hear that it's possible to have aluminum sprayed with copper to improve the finish and prepare it for chrome, but I would rather use a polished finish if I could get a good one. The transmission was a little stiff but it turns over. The only thing wrong with it is that I have to work the mainshaft back and forth to get it to shift into some of the gears. Will this cause any problem when the bike is finished? An old school buddy I have says that the generator will be a problem and that I should convert the engine to an alternator with an alternator left crankcase. This sounds like an awful lot of trouble and money to invest for a motorcycle that I will ride mostly in town except maybe for Sturgis. I have a Softail that I take on trips.

Sam Moody
Sidney, Kansas

S&S is releasing several new parts that should make shovelheads better than ever, but let's take your questions in order. I'd go with either a 4 1/2-inch or 4 3/4-inch stroke. I like 4 3/4 in hot rods, but 4 1/2 is a little smoother and the top end will usually last longer because of reduced piston speeds. You'll have to modify the oil returns in the cylinder for 4 3/4, but not 4-1/2. If you do go 4 3/4, be careful to downshift when you should and not lug the engine.

Some guys believe that all strokers should have forged pistons, but not me. You can usually fit cast pistons tighter, so they tend to be somewhat quieter and last a little longer. The advantage of forged pistons is that they can take a more severe beating without disintegrating. Shoot for a true compression ratio of 8.5:1 or 9:1.

Andrews' venerable B-grind would be a good cam choice. I prefer solid lifters in shovelheads, but JIMS Powerglide hydraulics are fine too. S&S just whipped out a wild card with their new "Evo-style" lifter guides for shovelheads. The new guides allow any '86-'99 Evolution cam and lifters to be used in a shovel engine.

The advantages of using an Evo cam are that there are many different choices, and the lobe shapes are more up-to-date than what you'll find in the average shovel grind. Bear in mind that you'll lose about 8% of an Evo cam's lift when you use it with S&S's shovel guides because of a geometry improvement. Of course, you'll have to use high-lift valve springs and retainers that will accept the lift of the new cam.

S&S has developed new rocker boxes for shovels too. They're a 2-piece design, which will make head removal easier on tall motors that don't have much frame clearance. The two halves are sealed by O-rings, and the parting line between them is so faint that it's all but invisible. Having to fiddle with the mainshaft to engage some of the tranny gears is normal and no big deal. At the very least, though, you should replace the gaskets and seals and look over the gears and shafts.

I'd have to disagree with your buddy about generators—at least the 12-volt versions. You could have your OE generator rebuilt, but I think you'll come out time and money ahead if you just buy a new generator and rectifier from Cycle Electric. Flash the generator terminals per the instructions, and you should be good to go.

Newbies tend to look at shovels as curiosities, but the truth is that they're excellent engines. IMHO, it was the shovel that Harley-Davidson rode into modern times with, not the Evo.

NEEDS TOOLS

I belong to a local club with 10 members. We have over 30 motorcycles between us and our friends. Our problem is this: The nearest dealership is 150 miles away and it is not very good. One of us always seems to need some engine work done, and we were thinking about buying the necessary tools to use in our clubhouse garage. Are the specialized engine tools you see referred to in the Harley manuals just available from Harley-Davidson or can you get them directly from the source? We tried to get a dealership going but none of the distributors we contacted were interested in doing business with us. What is up with that? I would go out of business in no time if I treated my customers like that.

Larry Vinchenzo
Ames, Iowa

You can get the tools you need from JIMS USA or Harley-Davidson. Distributors require a business license, tax number, and photo of the storefront to prove that applicants are legitimate dealers. If distributors didn't take these measures to protect their dealerships, they would go belly-up.

FAT BOY CONUNDRUM

I plan to order a new Fat Boy. I understand that they will be available with either a carburetor or fuel injection. My friends who have fuel injection all love it but I am inclined towards the carburetor for some reason. Can you help me out with this?

Russell Hicks
Altadena, California

Harley's current EFI is close to perfect. The only drawback is that it can be tricky to dial in on some modified engines. Tunable EFI controllers with baseline maps for hot rods are available from several sources, Harley included.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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EZ

Harley-Davidson hopes your lucky number is seven. They have expanded their offerings with four new models and added three new hot rods from their Custom Vehicle Operations.

THE NEW 2005 HARLEYS ARE HERE!

Harley's 2005 model year will not be known for a single standout new product line, like last year's redesigned Sportster. This will be one of those years that some new variations of existing models were introduced. It will also be remembered as one of those years where a lot of details on all of the bikes were refined.

The new bikes include a Sportster, two Softails and a Dyna Glide. The new XL 883L Sportster features a seat height of 26 inches, which is over 3 inches lower than the standard XL 883. The latest addition to the Dyna fold is the FXDC, Super Glide Custom. Among its custom touches is a console that's color matched to the tank and a unique natural aluminum and chrome engine. The two new Softails both have a nostalgic look. The FLSTN, Softail Deluxe, harkens back to the "Cow-Glide" Softails from 1993-94 era. The FLSTSC Softail Springer Classic puts a new, yet old-looking twist on the Heritage Softail Springer that was discontinued a couple of years ago.

The Custom Vehicle Operations, aka CVO, bikes are horses of a different temperature; all three of them are hot. Whatever your riding preference is, they have created a monster for you.

There's a Screamin' Eagle Fat Boy, a ground pounding Screamin' Eagle Electra Glide and a Screamin' Eagle V-Rod. As the prefixes in their names state, Harley has dug into their Screamin' Eagle performance parts bins to give these bikes some added flavor.

The Fat Boy and the bagger both have 103-inch motors and the V-Rod's displacement has been upped to 1,250cc, which is just over 74 inches. Having nailed all three of these bikes at the local drag strip we can say from experience that they live up to their names.

All of the 2005 models have a new clear-lens, reflector optics headlight for improved lighting performance. A small Bar & Shield cloisonné on the headlight lens adds an interesting detail to the new headlight. The spoke wheel option is now fitted with chrome-plated spokes. There is also a smooth-contour aluminum rim spoke wheel option.

—John Sullivan

The 2005 FLHTCSE Screamin' Eagle Electra Glide (shown left). This bike delivers extraordinary touring performance with exceptional custom styling. A creation of the Harley-Davidson Custom Vehicle Operations (CVO) program, it's powered by a Screamin' Eagle 103 Stroker Twin Cam V-twin engine and also features three new paint color combinations. Approximately 3,500 examples of the 2005 Screamin' Eagle Electra Glide will be manufactured at the York Vehicle Operations facility. Based on the fuel-injected FLHTCI Electra Glide Classic, the 2005 Screamin' Eagle Electra Glide is offered in three new color combinations: sunrise yellow pearl and Stingray silver, two-tone candy cherry, and two-tone candy teal, with a color-matched detachable chopped Tour-Pak.

FLSTSC/I Softail Springer Classic (above). Throw a little bit of '48 panhead at a Softail and you get the new Softail Springer Classic. The Springer front end is finished in smooth and durable black powdercoat and highlighted with a chrome shock and springs. A traditional running light caps the front fender, which is otherwise free of trim. An aluminum tank graphic and stamped-metal wrap-around trim strip give the fuel tank a classic look, as does a vintage-style metal patent label on the oil tank. The crossover dual exhaust system is reintroduced on the Softail Springer Classic. The seat texture matches the center console and the seat is trimmed with embossed nameplates. A new tombstone taillight completes a look that balances nostalgia with modern performance and technology.

FLSTN/I Softail Deluxe (shown below). Nostalgic styling cues from several eras mesh perfectly on the new Softail Deluxe. The tapered chrome luggage rack and a low seat with checked side panels and chrome grab rail along with wide whitewall tires that mounted on laced chrome wheels front and rear form a perfect image. The FL-style front fender has a sliver of polished trim and both the tank and fender feature distinctive new emblems. The Softail Deluxe has an exclusive new sculpted headlight nacelle and clean front and rear lightbars with bullet turn signals. A new tombstone taillight is perched on the rear fender. Shotgun chrome exhaust pipes and a chrome oil tank match the black and chrome engine. Available in six paint schemes, including the two-tone combinations of glacier white/chopper blue and glacier white/vivid black.

THE DYNA FAMILY

The Harley-Davidson Dyna Glide line of factory customs grows to five models in 2005 with the addition of the new FXDC Super Glide Custom. Like the other members of the Dyna Glide family, the Super Glide Custom combines bold styling with assertive performance.

FXD/I Dyna Super Glide (above). The aggressive and agile Super Glide is killer in its stock form, or this Dyna model can be a starting point to create a personal custom statement. The Super Glide is the most affordable Harley-Davidson big twin model, and with Genuine Motor Accessories and Genuine Motor Parts you can give it a style all your own.

FXDX/I Dyna Super Glide Sport (above). As the designated back-road burner of the line, the Dyna Super Glide Sport comes equipped with triple-disc brakes, alloy wheels, adjustable sport suspension, top-mounted tachometer and speedometer and soft-compound tires. The black-on-black engine and bright chrome pipes make it look tough. With a greater lean angle than other Dyna models, the Super Glide Sport is ready to carve through the corners.

FXDC/I Super Glide Custom (below). A sprinkle of gleaming chrome lights up the new Super Glide Custom, which features a silver-and-chrome engine, chrome headlight cover and speedometer housing. The console is color-matched to the fuel tank, and the fuel tank lid ring is chromed. Finally, a new low-profile seat gives the Super Glide Custom a look that's all its own.

FXDWG/I Dyna Wide Glide (below). When you doodled in class, this is the motorcycle you were drawing. The Dyna Wide Glide is a street-legal chopper—pure custom from its bobtail rear fender to its skinny, 21-inch laced front wheel. You get plenty of chrome, forward-mount controls, apehanger bars and a stepped seat with a chrome sissybar and backrest. To finish this work of art there is a new, original-equipment chrome aluminum wheel option.

FXDL/I Dyna Low Rider. With its slammed suspension, raked-out 32-degree fork and scooped-out seat, the Dyna Low Rider not only looks great, it's easy for any rider to handle. The seat height is just 25.2 inches so the mid-mounted foot controls and pullback bars are easy to reach.

SOFTAIL FAMILY

Now in its 21st year, the Harley-Davidson Softail line combines the classic lines of a hardtail frame and rigid-mounted engine with modern comfort and reliability. For 2005, the Harley-Davidson styling department tapped a rich vein of Motor Company tradition to create two all-new Softail models. The FLSTN/I Softail Deluxe and the FLSTSC/I Softail Springer Classic combine classic Harley-Davidson styling cues with modern performance and design details that will make them among the most distinctive motorcycles on the road today.

FXST/I Softail Standard (above). The pure custom styling of the Softail Standard makes it the perfect starting point for any owner planning to create a personal interpretation of a classic motorcycle profile. It's a clean canvas that enables the process of customization with a wide selection of accessories.

FXSTB/I Night Train (above). The Night Train projects an attitude that is tough and youthful. The chrome pipes gleam against a dark background of wrinkle-black trim on the engine covers and air cleaner, oil tank and rear fender supports. A black console is perched on the fuel tank. The Night Train looks menacing in the traditional vivid black, and is stunning in black cherry or black pearl, new colors that accentuate the black-and-chrome hardware.

FXSTS/I Springer Softail (above). Built around the mechanical beauty of a chromed Springer front suspension, the Springer Softail is a thoroughly modern interpretation of a classic design. Laced wheels, a bobtail rear fender and plenty of chrome provide a great balance of mechanical parts and custom styling.

FLSTC/I Heritage Softail Classic (above). The Heritage Softail Classic defines the concept of custom touring, offering a relaxed riding position, ample luggage space with 50s-style leather saddlebags, and the protection of a detachable windshield and comfortable passenger accommodations including a backrest. However, the look is truly classic, with laced wheels, a full-skirted FL front fender over a fat front tire, studded saddlebag and seat trim as well as passing lamps. You'll roll up the miles in style.

FXSTD/I Softail Deuce (above). Stylistically original, the Softail Deuce is sleek and long. The clipped rear fender and low-profile taillight are signature cues that blend seamlessly with a stretched fuel tank, console, and shotgun exhaust. A chromed, FX front end raked to 33 degrees and topped with flat-track style bars on a curved riser holds a laced 21-inch wheel. The Deuce begs its rider to stretch out and roll down the road.

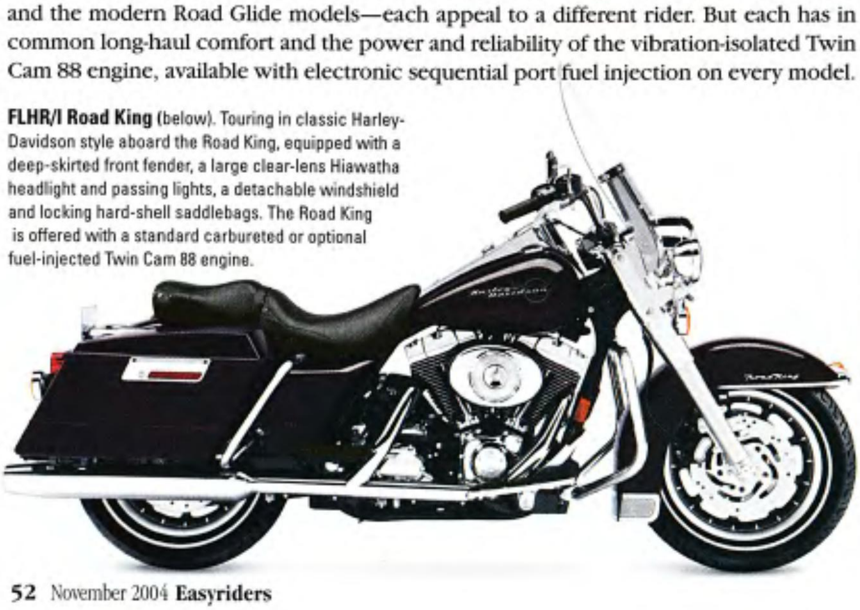
FLSTF/I Fat Boy (above). Celebrating its 15th year of production in 2005, the Fat Boy has become a signature model in the Harley-Davidson line. The Fat Boy rolls down the boulevard with authority, sporting the perfect blend of custom beauty and burly tradition, with disc wheels, a big chrome headlight, trimmed front fender and shotgun exhaust, chunky rubber, a hardtail profile, wide bars and fat front forks. A special tank emblem marks the 15th anniversary of the introduction of the Fat Boy.

FLSTFSE Screamin' Eagle Fat Boy (above). Based on the Fat Boy, this Screamin' Eagle limited production bike, features a Screamin' Eagle 103 stroker Twin Cam engine tuned to crank out more than 100 foot-pounds of torque, special custom colors with metal grind accents and a new steel seat. Approximately 3,400 of the Screamin' Eagle Fat Boys will be manufactured in 2005. The hand-built engine is created using Screamin' Eagle big-bore cylinders and a new flywheel assembly. The engine also features a teardrop-shaped chrome air-cleaner cover over a Stage 1 air cleaner kit and a heavy-duty starter. The Screamin' Eagle Fat Boy is offered in three two-tone color combinations on the tank and fenders: platinum mist and slate, candy cobalt and starlight black, and electric cherry and vivid black. A metal grind finish accents all color combinations. This Fat Boy also hugs the boulevard on a lowered rear suspension.

THE TOURING LINE

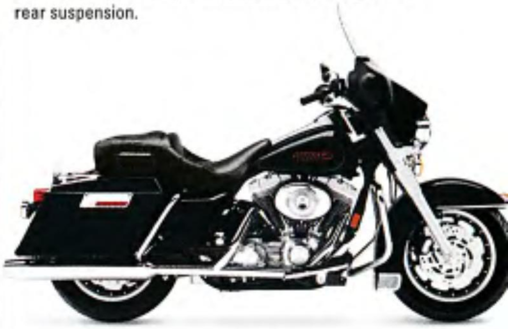
The Harley-Davidson Touring family—the custom Road King, the classic Electra Glide and the modern Road Glide models—each appeal to a different rider. But each has in common long-haul comfort and the power and reliability of the vibration-isolated Twin Cam 88 engine, available with electronic sequential port fuel injection on every model.

FLHR/I Road King (below). Touring in classic Harley-Davidson style aboard the Road King, equipped with a deep-skirted front fender, a large clear-lens Hiawatha headlight and passing lights, a detachable windshield and locking hard-shell saddlebags. The Road King is offered with a standard carbureted or optional fuel-injected Twin Cam 88 engine.



FLTRI Road Glide (below). The sleek Road Glide is a touring motorcycle with a unique, streamlined profile. The distinctive frame-mounted, wrap-around fairing offers aerodynamic weather protection and holds a cockpit-style instrument display and a 40-watt AM/FM/WB/CD sound system. New slashing silver graphics adorn the fairing, tank and saddlebags. Hard-shell saddlebags, cruise control and electronic sequential port fuel injection are standard.

FLHT/I Electra Glide Standard (below). Offered for the first time in color options, the Electra Glide Standard is an outstanding value for a rider who wants basic touring amenities or a clean starting point for a customized touring machine. Chopper blue and black cherry join traditional vivid black as color choices for the 2005 FLHT/I. Standard features include locking GTX saddlebags, the classic Harley-Davidson fork-mounted touring fairing with instrumentation and air-adjustable rear suspension.



FLHTC/I Electra Glide Classic and FLHTCUI Ultra Classic Electra Glide (below). Both are full-featured touring motorcycles, the Electra Glide Classic features the King Tour-Pak rear luggage box with passenger backrest, full engine instrumentation, additional fender and saddlebag trim, and chrome engine covers. Locking saddlebags and a 40-watt AM/FM/WB/CD stereo as standard.

The FLHTCUI Ultra Classic Electra Glide adds electronic sequential port fuel injection as standard fare, as is a passenger sound system, intercom system and cruise control. The locking saddlebags and the King Tour-Pak have custom luggage liners, and convenient storage compartments for quick access to small items. The Ultra Classic also has redesigned lower fairings that offer enhanced styling and large vent doors for flexible ventilation in warm weather.

FLHRCI Road King Classic (above). The Road King Classic celebrates the heritage of Harley-Davidson with details like wide whitewall tires, laced wheels and leather-covered saddlebags, but also offers features like electronic sequential port fuel injection, cruise control, a plush seat and air-adjustable rear suspension that make it a capable touring machine.

FLHRS/I Road King Custom (above). Low, lean and clean, the Road King Custom hugs the road on its lowered rear suspension. Uncluttered fenders and smooth leather-covered saddlebags complement a low-profile seat. The custom chrome headlight nacelle incorporates a chrome wind deflector. The Road King Custom also features pullback beach bars, chrome slotted alloy wheels, nickel-plated tank badges, bullet front and rear turn signals, as well as streamlined footboards, passenger pegs and brake pedal.

THE SPORTSTER FAMILY

For 48 years, the Sportster has been evocative of raw Harley-Davidson performance—a narrow, nimble motorcycle powered by the classic V-twin motor. Following a complete redesign in 2004, the Harley-Davidson Sportster family moves forward in 2005 with a new model, the XL Sportster 883L. To keep up with the high demand for the new Sportster models, shipments of 2005 models began early, starting on June 28, 2004.

XL Sportster 883L (above). The new Sportster 883L features ergonomics designed specifically to fit smaller riders, and that makes it easier to lift off its kickstand. A seat height of just 26 inches makes the 883L the lowest Sportster ever. A new solo seat has a lower cushion height than the seat on the other Sportsters, and the seat is also positioned further forward. New handlebars are pulled further back and are wider than those on the standard Sportster 883. Mid-mount foot controls will fit a wide variety of riders. Front and rear suspension is lowered and re-tuned to maintain precise handling while making it 40% easier to lift off its kickstand. The Sportster 883L is offered in five colors, with a special tank graphic that differentiates it from other Sportster models.

XL 883 Sportster 883 (above). The Sportster 883 is the most affordable Harley-Davidson model for 2005 at an MSRP of $6,495. Its rubber-mounted XL Evolution 883 engine delivers smooth power for easy getaways and a vibration-free ride at highways speeds. All the classic Sportster styling elements are here: the distinctive "peanut" fuel tank, staggered dual exhaust and an oval air-cleaner cover.

XL 883C Sportster 883 Custom (above). The 883 Custom offers a laid-back profile, with forward controls and pullback handlebars. A laced 21-inch front wheel, a longer 4.5-gallon fuel tank and a two-up seat give this Sportster a leaner, lower look. Ten paint combinations are offered for 2005 including solid, pearl and two-tone schemes.

XL 1200R Sportster 1200 Roadster (above). The 1200 Sportster Roadster offers a harder-edged, performance-oriented interpretation of the Sportster legacy. Its high-performance XL Evolution 1200 engine delivers 70 horsepower and 79 foot-pounds of torque for responsive performance across the powerband. Wide, polished handlebars give the rider great leverage in turns, while dual front disc brakes and tachometer are standard. The 3.3-gallon fuel tank features a classic Sportster graphic and a two-tone paint scheme.

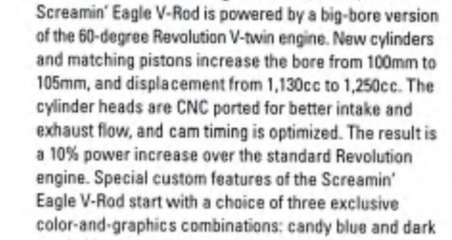
XL 1200C Sportster 1200 Custom (below). The 1200 Custom offers the performance of the rubber-mounted XL Evolution 1200 engine with classic custom touches including a laced 21-inch front wheel and slotted disc rear wheel, chrome engine covers, forward-mount controls as well as pull-back handlebars and riser.

THE V-ROD FAMILY

For 2005 there are three Harley-Davidson VRSC V-Rod models. The two stock V-Rods are no-compromise motorcycles, offering a unique combination of groundbreaking styling and ground-shaking performance along with a host of new accessories for both V-Rod models for 2005. For more info visit your local Harley dealer, or www.harley-davidson.com.

VRSCA V-Rod (above). Sleek, modern and the most award-winning Harley-Davidson motorcycle ever, the VRSCA V-Rod features a silver-leafed aluminum frame, chrome engine trim, custom mirrors and an aerodynamic reflector-optics headlight. A chrome clamshell instrument housing is perched above welded drag-style handlebars. A security system is standard. Choose from three solid colors, two Sunglo pearl colors and four two-tone paint options.

VRSCB V-Rod(above). The tough-looking VRSCB V-Rod features a black frame and polished engine covers, black hand controls, black brake calipers and lines, adjustable handlebars and a minimalist instrument housing. A new round headlight mount and a black nacelle house a clear-lens, reflector-optics light. Bodywork is available in the original V-Rod anodized aluminum and four solid-color paint choices.



VRSCSE Screamin' Eagle V-Rod (above). The Screamin' Eagle V-Rod is powered by a big-bore version of the 60-degree Revolution V-twin engine. New cylinders and matching pistons increase the bore from 100mm to 105mm, and displacement from 1,130cc to 1,250cc. The cylinder heads are CNC ported for better intake and exhaust flow, and cam timing is optimized. The result is a 10% power increase over the standard Revolution engine. Special custom features of the Screamin' Eagle V-Rod start with a choice of three exclusive color-and-graphics combinations: candy blue and dark candy blue, two-tone candy cherry, and electric orange and black. Controls are revised to include a new forged, chrome-plated handlebar riser, clamp and instrument bracket, which support a traditional speedometer and tachometer with spun-aluminum faces.

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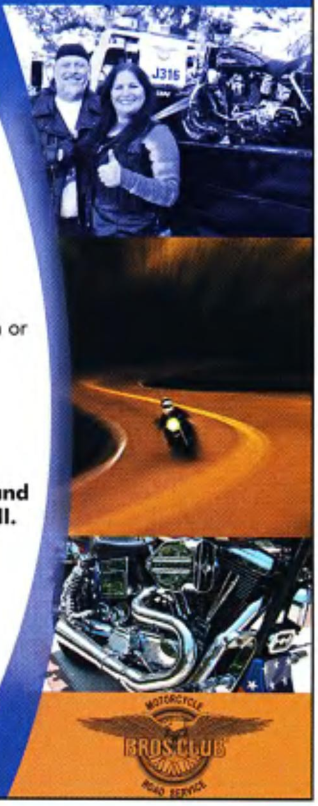

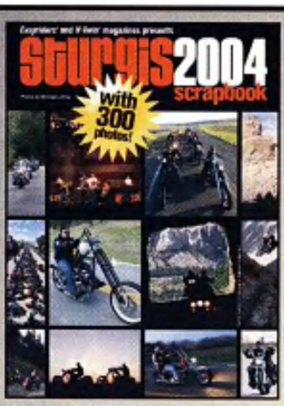

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Remember the first time you evert saw a Picasso painting? Chances are you took an extra moment to look it over because it was so different. Love it or hate it, you can't deny that it is truly a work of art.

Puff Patty, a purveyor of computer components, has an eye for the creative. It is he who owns this damn fine-ass "be-atch" of a bike. "Sick Be-atch" demands a closer look to appreciate the sick and twisted work of an especially attitudinal guy named Tako. Just like Elvis, he requires no surname to distinguish him from all the other guys on our planet.

Tako didn't get into building custom bikes so that someday he could be as good as someone else. Tako does everything to be better than the other guys, almost as if life were a competition. That's how he lives, and that's the kind of bikes Tako designs and builds at Sickasso Cycle Creations in Hollywood, Florida.

Sickasso is pronounced the same way as Picasso,

SICK BE-ATCH!

...OF ILLNESS AND ART!

but for those who know Tako well, "Sick-ass-hole" is also correct. Tako arranges pieces of conventional items into unconventional rearrangements.

The high standards at Sickasso Cycle Creations will not be lowered for anyone. Their normal build schedule will allow for as many as 15 bikes per year, but if each and everyone of them isn't perfect enough to be Tako's private ride, he will whittle that number back to as few as two.

Tako's "take no prisoners" style requires an almost microscopically close attention to detail. He goes through many craftsmen to find only the finest artisans to work with him on any project. It's their responsibility to sweat every nut and bolt, so that no one can find anything to pick apart on a Sickasso Creation, otherwise life in the shop becomes Tako's version of *Schindler's List*.

When the Arlen Ness motor was dropped into Sick Be-atch, the guy doing it made the fatal mistake of letting Tako discover for himself the motor doing some "oil puking," instead of having told him of a crack in one half of the cases.

Tako was heard to say that day in Hollywood, "You'll never work in this town again!" Lucky for us, Tako has Carey to hit the prep work hard as hell on every project, or else we might all be without the Sick Be-atch from Sickasso Cycle Creations.

Tako starts with a solid game plan and keeps tweaking it until the project is done, stopping at nothing along the way: take the 45 hours that were spent to shape the recessed panels of Sick Be-atch's tank, or all of the grill work, or that air dam Tako made from a reversed, chopped and shaped old-school chopper tank. This Sick Be-atch even has a secret compartment where Puff Patty keeps cab fare for the hookers so he can keep riding wherever he may roam.

If you like this, wait 'til you see what's coming out next.

—Cheesy Discharge

Easyriders

passin' gas

An old farmer has this horny rooster who is fucking all his farm birds to death. He goes out one day and all the chickens have been fucked dead. The farmer tells the tired rooster that one of these days he's gonna fuck himself to death.

The next day the farmer comes out and all the ducks are dead. He tells the rooster, once again, that one of these days he's gonna fuck himself to death.

The next day the farmer can't find the rooster. He looks around and finally sees him lying sprawled out in the middle of the field. The farmer walks up to him and says, "Ha, I told you someday you'd fuck yourself to death."

The rooster points up to the sky and says, "Shhhh, buzzards!"

D. Spencer
Trinidad, Colorado

The morning after a wild party Joe noticed two rings around his dick. He went to the doctor who told him, "The good news is one of the rings is lipstick."

"What's the bad news?" Joe asked.

"Well," the doctor replied, "the other's chewing tobacco."

D. Kalbaugh
Metamora, Michigan

A prospect comes home one day to find that his ol' lady has disappeared. Worried, he calls the cops who search all over town with no success.

Then, miracle of miracles, the prospect walks into the kitchen two days later and there she is. Overjoyed, he asks where the heck she's been.

"Four patchholders kidnapped me and made me have wild sex with them for a week," she tells him.

"Whaddaya mean a week?" the prospect asks. "It's only been two days."

"Right," she said, "I'm just here to get something to eat."

Dave
Ogden, Utah

A babe was out driving her car, and while stopped at a red light, the car died. It was a busy intersection, and the traffic behind her started growing. The guy in the car directly behind her started honking his horn constantly as she continued to try to get the car to start up again.

Finally, the babe gets out of her car and approaches the guy in the car behind her. "I can't seem to get my car started," she said, smiling. "Would you be a sweetheart and see if you can get it going for me? I'll stay in your car and lean on your fucking horn for you."

Lumps
W.P.B., Florida

Fast Eddie is bringing his date home from his apartment. As she's climbing off his scoot, he says, "If I had known you were a virgin, I'd have taken my time."

She replied, "I wasn't! If you hadn't have been in such a hurry, I'd have taken off my panty hose."

R. Will
Somers, Connecticut

Road Dawg rides this fine hardbelly home after their first date. As she's gettin' off his scooter, he asks her if he can come inside.

"Absolutely not," she replies, "I never ask a guy to come in on the first date."

"All right then," Road Dawg says, "How 'bout on the last date?"

G. Lowery
Somers, Connecticut

When do you know you're really ugly? Dogs hump you with their eyes closed.

M. Gaspard
Greenville, Texas

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Puff Patty
City: ....Hollywood, Florida

General

Fabrication: ....Sickasso Cycle Creations
Year/make: ....2004 Special Construction
Model: ....Sick Be-atch
Assembly: ....Sickasso
Time: ....Too Long
Chroming: ....Atlantic

Engine

Year: ....2002 Patrick Racing
Rebuilder: ....Arlen Ness
Ignition: ....Crane
Displacement: ....120 inches
Cam: ....Andrews Custom
Carb: ....Davinci
Pipes: ....Custom

Transmission

Year/make: ....2002 Baker 6-speed

Painting

Molding: ....Mad Mods
Painter: ....Bobby from Mad Mods
Color: ....Burple Kandy
Type: ....House of Kolor
Special paint: ....Bones Design

Frame

Year/make: ....2002 Rolling Thunder
Type: ....chopper
Rake: ....45 degrees
Stretch: ....8 up and 6 out
Shocks: ..When ya get the bill
Modifications: ....extensive

Accessories

Handlebars: ....Arlen Ness
Handlebar controls: .... Performance Machine
Fenders: ....Sickasso
Headlight: ....Arlen Ness
Taillight: ....Sickasso
Pegs: ....Joker Machine
Foot controls: Billet Concepts
Electrics: ....Sickasso
Gas tank: ....Sickasso
Oil tank: ....Sickasso
Primary: ....Hitech
Seat: ....John Pelicone
Mirrors: ....Arlen Ness
Grips: ....Thunder Design

Front end

Type: ....Inverted 63mm, 14 inches over extension
Builder: ....Spyke

Wheels

Hub: ....Eurocomponents
Size: ....18 x 9 rear, 21 x 2.25 front
Tires: ....Avon
Brakes: Performance Machine
Special thanks: ..Bobby from Mad Mods, Joe Roe for laying out all that cash for Puff Patty. Ya gotta love it!
Photos: ....Don Rogers

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#87-89 Complete Kick Stand Kit for FL, FX & Softail® $39.95
#38-280 14" Over Stock Fork Tubes $114.95 pr.
#117-35 Billet Front End for FXST $679.95 kit
#85-181 Softail® style Stk. Width Frame $599.95 ea.
#85-183 200 Series Wide Rigid Frame $639.95 ea.
#85-182 200 Series Wide Softail® Style Frame $949.95 ea
#34-126 9.5" Pullback Risers $39.95
#19-165 Strutless Rear Fender $179.95
#29-72 Billet Triple Trees $199.95
#29-78 5 Degree Rake Triple Tree $199.00 Also Available 7 Degree Rake
#50-238 LA Chopper Handlebars $229.95 ea. and up
#50-1 1.25" Dia. Mammoth Bars $64.95
#76-605 Solo Seat for Strutless Fender $144.95
BASTARD
Front End #117-105 $794.95
Maltese Mirror #46-132 Cutout Stem Right and #46-133 Cutout Stem Left $29.50 pr.
#34-140 LA Chopper Risers $264.95 pr.
2-Lite Dash Kits #57-103 1:1 Ratio $86.95 kit #57-101 2:1 Ratio $88.95 kit
#90-675 Chrome Horse® II Billet Aluminum 4 Piston Caliper Assy. $189.95 kit
#117-50 Polished Fork Tube Assy. Available in Extended Lengths $269.95 and up
Maltese Mirror #46-130 Universal $7.95 ea.
#47-256 Handlebar Control Kit $129.95
#36-332 80 Spoke Wheel $179.95 ea.
40 Spoke Wheels start @ $139.95 ea.
INNER PRIMARYS — POLISHED
#88-57 FX 71/84 $179.95
#88-61 FL 70/84 $179.95
#88-68 FXST 89/93 $179.95
Skull Mirrors #46-231 Right $27.95 #46-232 Left $27.95
#46-142 Turn Signal Mirrors w/LED front & back Set $84.95
60 Spoke Wheels $179.95 ea. and up
#89-373 Rocker Boxes — Order Two Per Engine $83.95
INNER PRIMARYS — CHROME
#88-60 FX 70/84 $194.95
#88-62 FL 70/84 $229.95
#88-67 FXST 89/93 $204.95
#88-79 FXST 94 & Up $244.95
Continental Tires Starting @ $69.95 ea.
#36-456 18 X 5.5 Solid Wheel $469.95 ea.
Kenda Tire #4-465 130-90H-16 $52.95 ea.
OUTER PRIMARYS CHROME
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#88-49 FX 70/82 $109.95
#88-90 FXST 95 & up $117.95
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#70-201 Midwest Starter Big Twin '89 & Up $204.95
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#20-110 5.1 Gal. Gas Tank Softail® 2000 & Up $234.95 ea.
Pop-Up Gas Caps #21-53 $89.95
#20-32 Smooth Top Stretched Gas Tanks for Sportster® '82 & Up $212.95
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Last year marked the first year for the Easyriders Bike Show Centerfold Tour. The idea was to whet bike show spectators' love of custom bikes with six wild rides by major bike builders. We're talking top builders that you may have seen featured on The Discovery Channel's *Great Biker Build-Off* TV series as well as right here in the pages of your beloved *Easyriders* magazine.

The Lord of the Easyriders Bike Shows, Mr. John Green, and I came up with a list of master builders that we thought the average Joe might like to meet, hang with, maybe get an autograph or a photo with, and talk bikes. The Centerfold Tour thus featured none other than Billy Lane, Paul Yaffe, Kim Suter, Eddie Trotta, Indian Larry, Kendall Johnson, and the man featured right here, Tom Langton of Rumble Customs.

Tom is no novice to this kind of attention, having participated in the famous Camel Bike Tour a few years back. He's also known for creating mind-blowing custom wheels for guys like Billy Lane.

GET YOUR RUMBLE ON

TOM LANGTON'S CENTERFOLD RIDE

The bike you see here was Tom's entry in the Centerfold Tour. Unlike many of the high-dollar, glitzy customs offered by our other builders, Tom kept his scoot down to Earth for all you old-school dudes out there. In fact, he named this bike Old Skool Kool as a tribute to all the nasty, ride-it-'til-the-wheels-fall-off rigids of old.

The badass li'l bobber began with a genuine Harley-Davidson FL rigid frame and a 1929 springer front end. To this Tom added a reliable S&S Cycle generator shovelhead motor built by Duane Massey. The cylinders are H-D as are the heads, which are from a 1966 shovel. The Factory 4-speed is married to a Primo belt drive and the twist comes from a good ol' chain at the rear 16-inch Goodyear. The classic gray primer look paintjob was sprayed by Dave Mathews, while Bill Gill of Signtech handled the expert pinstriping.

This whole bike is just old-fashioned fun put together with some modern-day "run" to get the job done. This sexy little shovel shows that you never know what Tom is gonna do next. He'll build a radical Camel bike that looks like it's ready for road racin', then build a full-fendered Flash Gordon machine, and then bring this neat little bobber to the bike shows. You just never know about Tom.

—Phantom

Photos: Michael Lichter

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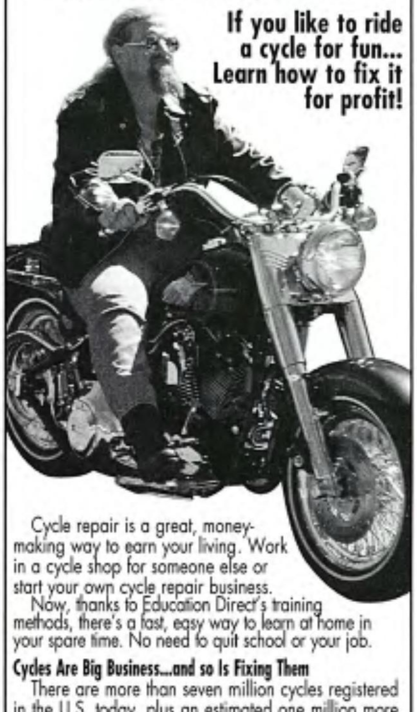

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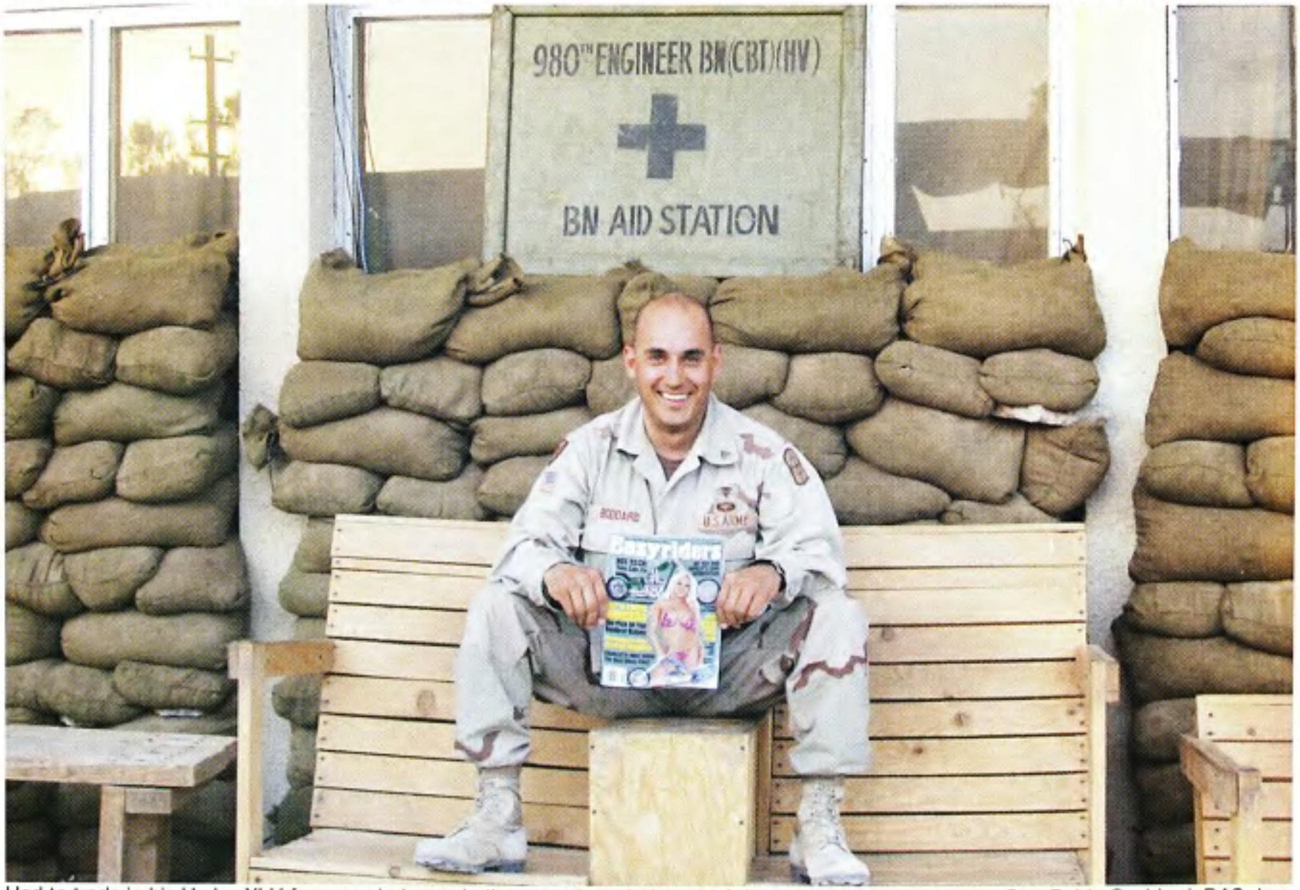
The message is in the clouds... —*Doc Holliday, Sleepy Hollow, Ill.*

Sandra's righteous rear enjoys a seat on Frank's Evo. —*Katmandu, Stuart, Fla.*

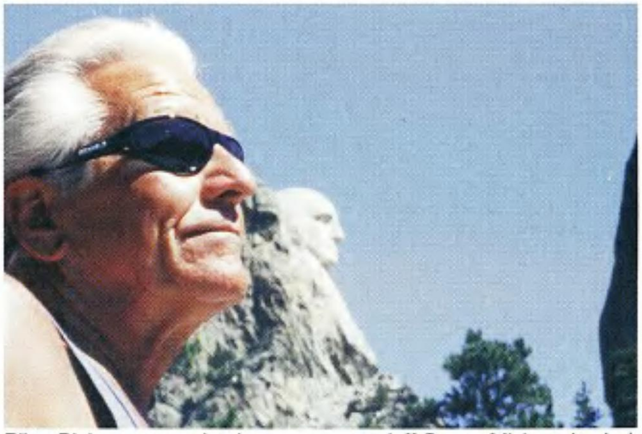
Big smiles and big hooters at the Hog Wild Rodeo. —Snapshot, Conesville, Iowa



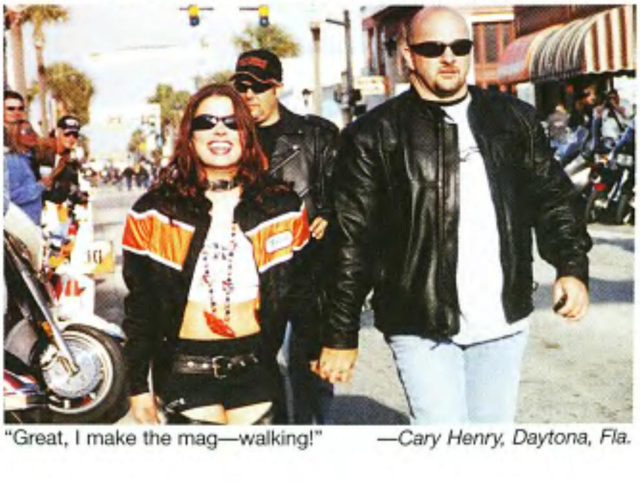
Had to trade in his Harley XLH for an ambulance. In the meantime...he's makin' do. —Sgt. Robin Goddard, BAS, Iraq

Riding free on the first day of the helmet repeal in Pennsylvania. Photo: Marcie Zang —*Mike Herbein, Hummelstown, Pa.*

Big 'n' beaded at the AMRA drags. —*T.W. Banks, Reynolds, Ga.*

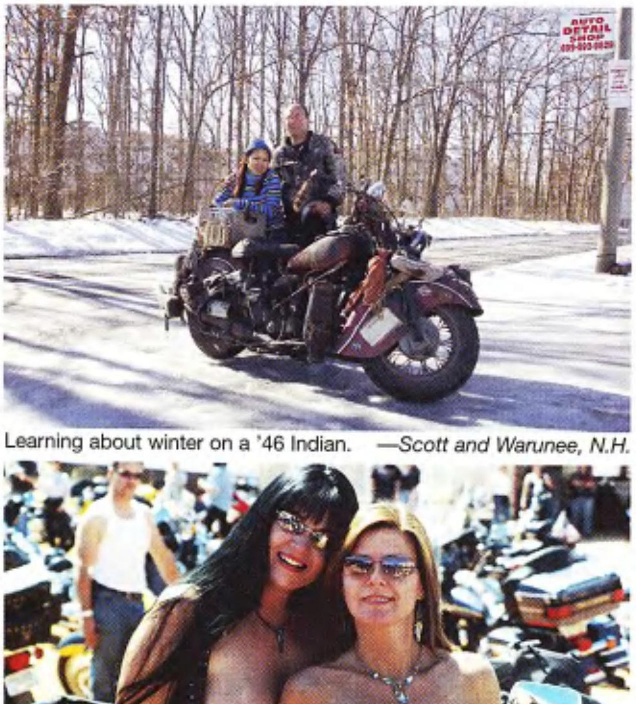


Biker Dick compares beaks. —*Jeff Gross, Mishawaka, Ind.*



"Great, I make the mag—walking!" —*Cary Henry, Daytona, Fla.*

In a world of their own on a bike they call home. *—Bret Brandt, On the road, Iowa*



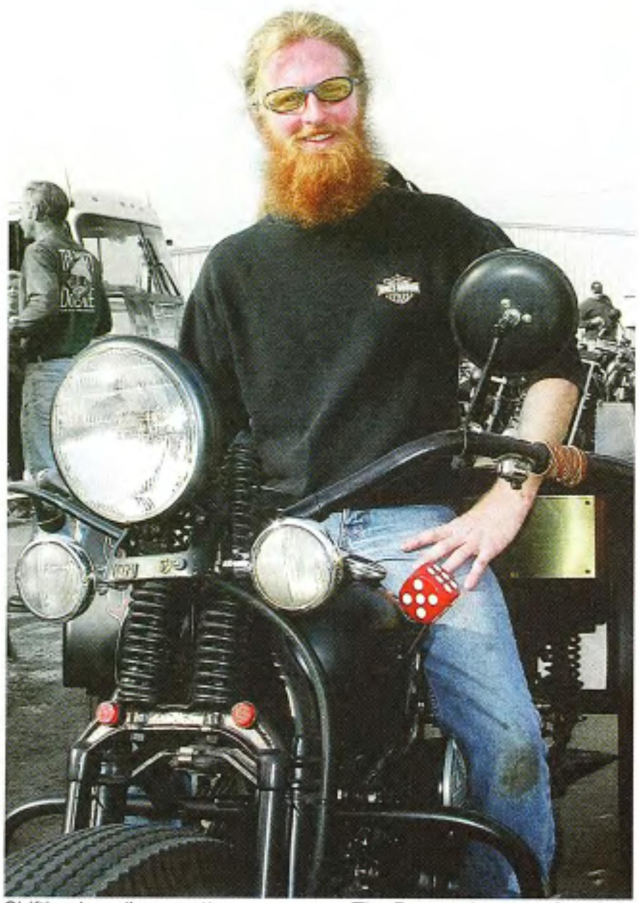
Learning about winter on a '46 Indian. *—Scott and Warunee, N.H.*

Lake Hartwell has hot Georgia peaches. *—T.W. Banks, Lavonia, Ga.*

Riders remember. *—SSgt. David Whitlock, Iraq*

What have we come to? —*Jill Tully, Daytona Beach, Fla.*

Doin' the ol' one-eyed, pissed-off, tight-panty pose on her $16,000 vibrator. —*Mick Alfonso, Rome, Ga.*



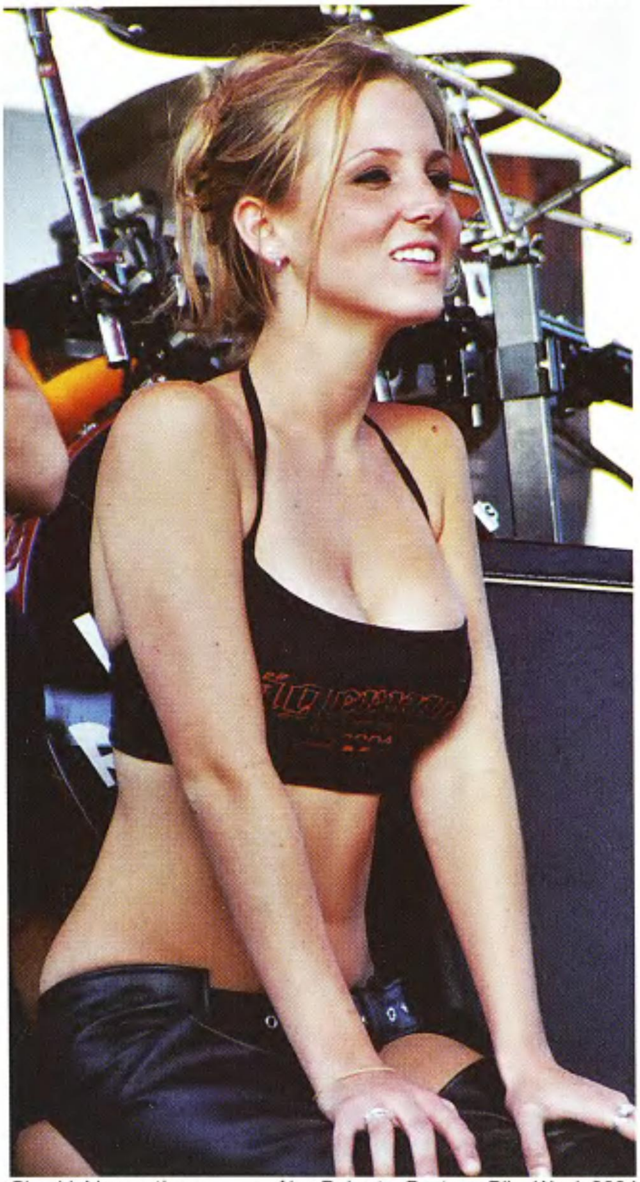
Shifting is a dicey matter. —*The Breeze, Laurens Co., S.C.*

Trend-setter. —*Doctor Joe, Daytona Bike Week 2004*

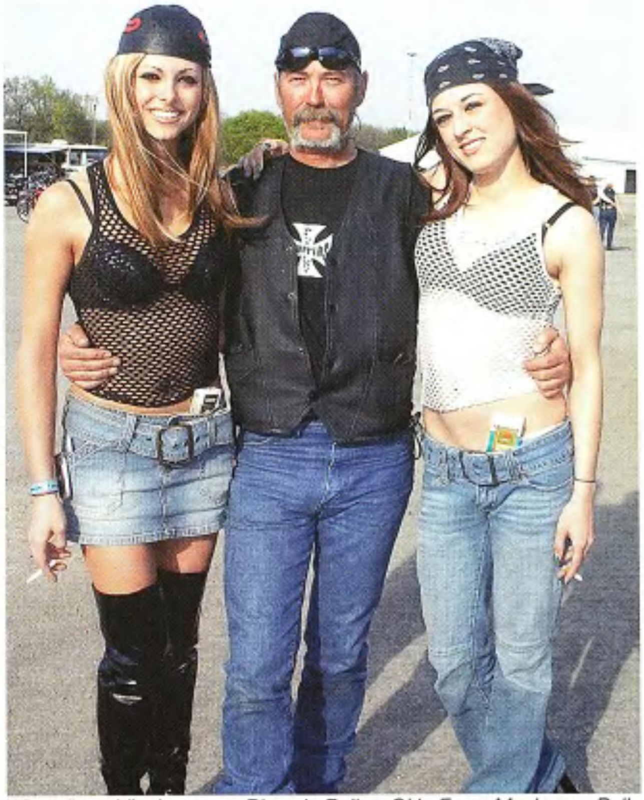
Hero sandwich at Easyriders Bike Show. —*Penny Jo, Burnside, Ky.*

Cabbage Patch hose-down. —*Leo D. Franklin, Jacksonville, Fla.*

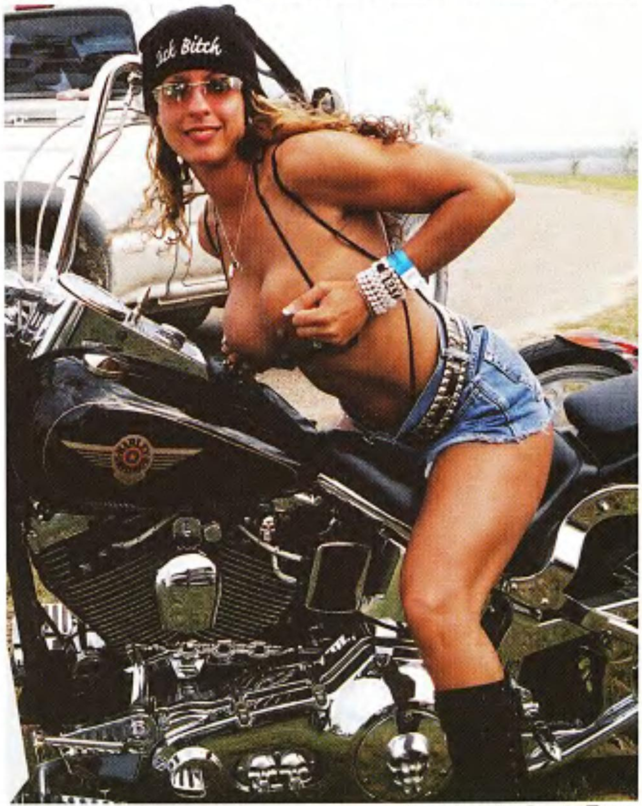
Welcoming home Will (rt.), from Iraq. —*Lori Mast, Mt. Vernon, Ohio*



Checkin' her options. —*Alex Roberts, Daytona Bike Week 2004*

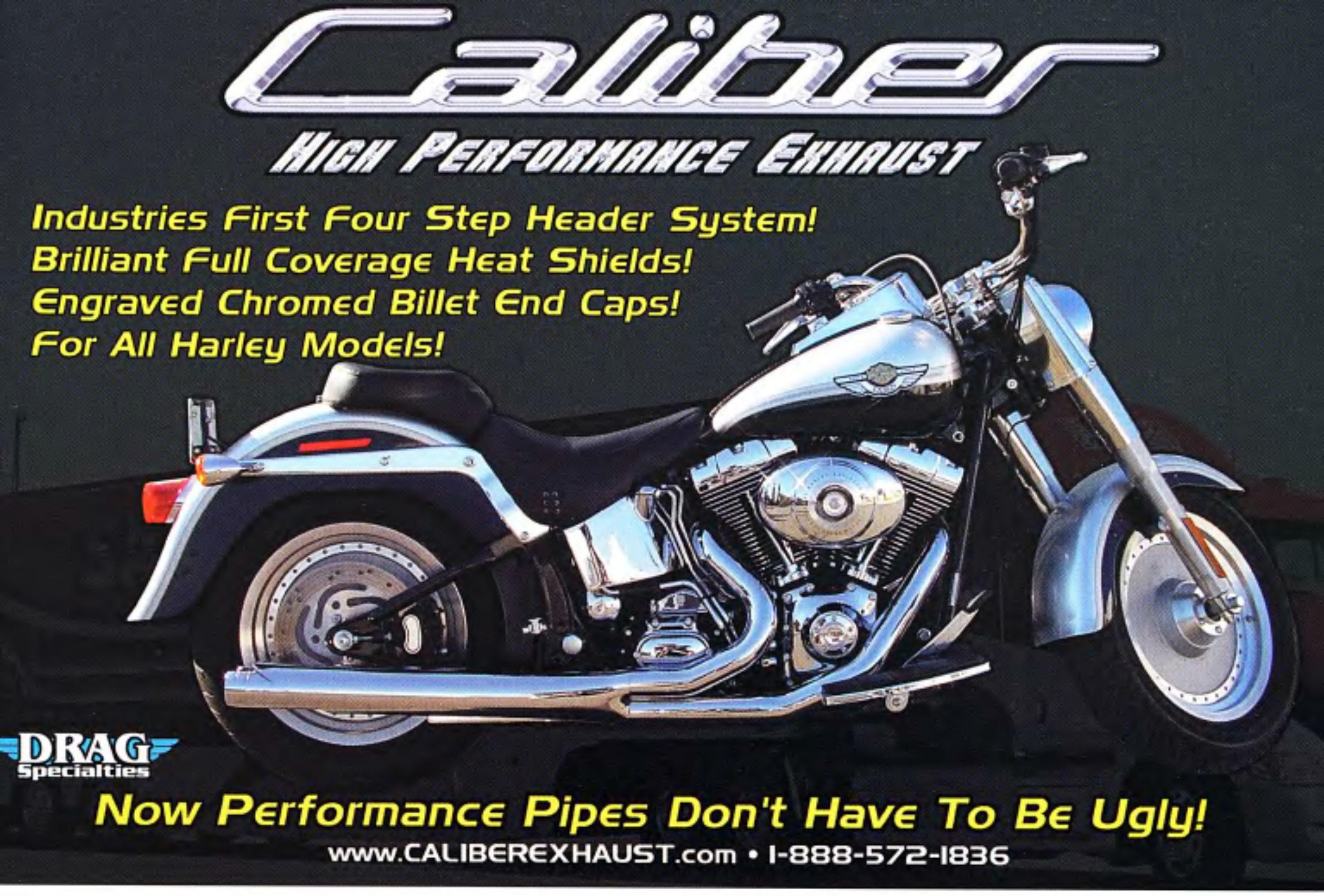


When "a pair" wins. —*Rhonda Bailey, Okie From Muskogee Rally*



She's at one with her Hog. —*Les Holt, La Porte, Texas*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.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Steve Guffin, or "J.R." as he's called, runs American Auto Paint & Body Shop in Marietta, Georgia, so it made sense to call his retro-rocketbike "The American Flyer." You might also remember a famous model train of the same name that dates back almost 100 years. There's a bit of that nostalgia running through the bike as well.

J.R. also built the bike as a sort of companion piece to go along with his 383 '69 Camaro project car. Both vehicles sport the same Mercedes blue paint scheme.

While J.R. painted the bike, Hank Young of Young Choppers fabricated the 80-inch S&S shovelhead-powered machine for his longtime friend. Buddies for most of their lives, they decided J.R.'s first custom motorcycle would incorporate a lot of the Camaro's muscle-car-era themes including the Moon Eyes oil tank and the trick Hurst shifters used as rear fender supports.

In addition, both front and rear wheels are car wheels by American Racing. The front roller was gleaned from a '60s ex-gasser dragster found on eBay. Hank also had to fabricate a special hub for mounting the rear Torque Thrust wheel and added a Willwood auto disc brake.

As for the motor choice, J.R. says, "We wanted to keep the '60s-era theme, so we went for the shovel from S&S, and with that hot rod-inspired pipe it sounds like a V-8 when I crank it up. It was neat watching it all go together at Hank's shop, only a mile from our place, because he built the frame, fenders and tank and everything else. Then all the pieces that could possibly be chromed, we got chromed, and whatever we could polish, we polished."

J.R.'s bike has appeared at local bike

1960s MUSCLE-CAR CHOPPER

AMERICAN FLYER

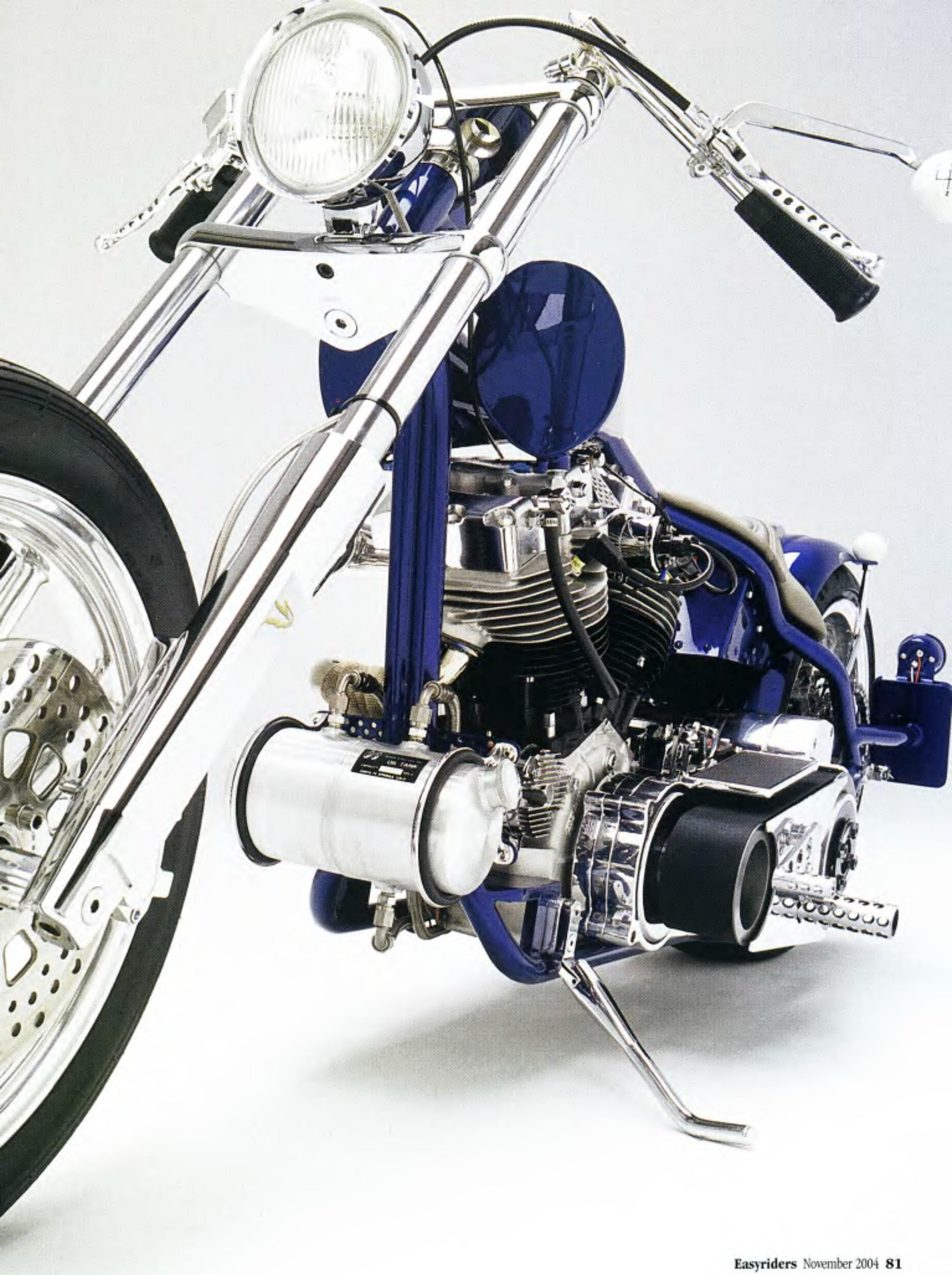
shows and was even featured as a centerpiece at a golf tournament. "A bunch of people thought they'd win the bike if they got a hole-in-one and were real disappointed when they found out it wasn't the prize."

You also might have caught Hank and his crew on a segment of the Discovery Channel's *Great Biker Build-Off* series. Young Choppers builds some serious retro-character into their bikes, much of it influenced by the fact that they also build hot rod cars. American Flyer carries several of their signature pieces as well as a 6-over Pro-One front end and an Andrews 5-speed tranny.

Those nicely-sculpted and fabricated split gas tanks slung under the dimpled frame pay homage to American bikes built a century ago. But while their bikes have that gnarly vintage look, the shop works with state-of-the-art CNC equipment and materials so you get the best blend of past and present with a little future thrown in.

For more info call 800-235-4013 or log on to www.youngchoppers.com.

—Paul Garson



Owner: ....Steve Guffin
City: ....Marietta, Georgia

General

Designer: ....Young Choppers

General

Fabrication: ....Young Choppers
Year and make: ......2003 American Flyer
Model: ....Young Special
Assembly: ....Young Choppers
Time: ....6 months
Chroming: ....Pro Plating

Engine

Year: 2003
Model: ....shovelhead
Rebuilder: ....V-Twin Mfg.
Ignition: ....points
Displacement: ......80 cubic inches
Lower end: ....S&S
Balancing: ....V-Twin Mfg.
Pistons: ....stock
Heads: ....S&S
Cam: ....Andrews
Lifters: ....stock
Carb(s): ....S&S
Air cleaner: ......Carl's Speed Shop
Pipes: ....Young Choppers
Mufflers: ....no way
Transmission: 5-speed
Modifications: ...... Andrews gears
Shifting: ....Young Choppers

Painting

Painter: ....Steve Guffin
Color/type: ....Guffin special blend/Sikkens
Special paint: ....Bill Abrams

Frame

Year: 2003
Builder: ....Young Choppers
Type: ....American Flyer
Rake: ....35 degrees
Shocks: ....nope
Modifications: ....oh, yeah

Accessories

Bars: ....Young clip-ons
Handlebar controls: ....Young Choppers
Fenders: ....Young Choppers
Headlight: ....bright
Taillight: ....Vincent
Speedo: ....none
Front pegs: ....Young Choppers
Rear pegs: ....none
Electrics: ....generator
Gas tank: ....Young Choppers
Oil tank: ....Moon Eyes
Oil system: ....stock
Seat: ....expensive
Mirrors: ....Hurst shifter
Grips: ....rubber

Forks

Type: ....Pro-One
Extension: ....6-inches over
Builder: ....Pro-One

Wheels

Front

Size: .... 18 inches
Wheel: ....American Racing
Tire: ....Avon
Brake: ....GMA

Rear

Size: .... 18 inches
Wheel: ....American Racing
Tire: .... Avon
Brake: ....Willwood

Photographer: ..Aaron Stevenson

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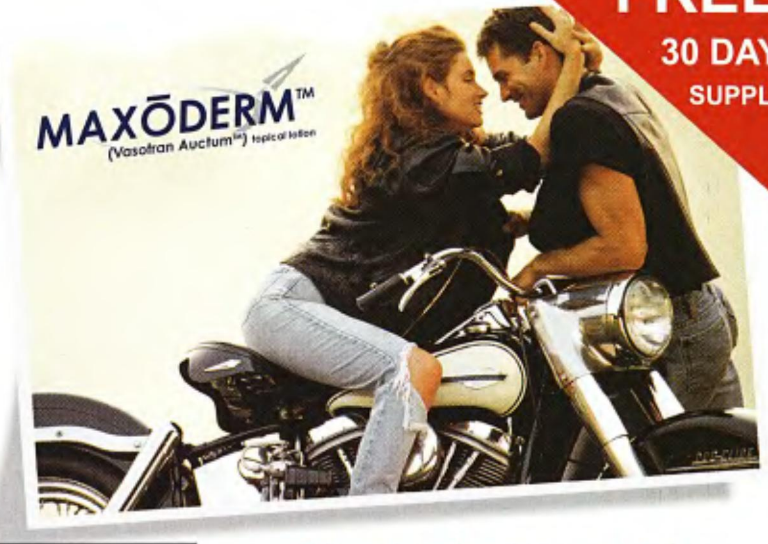

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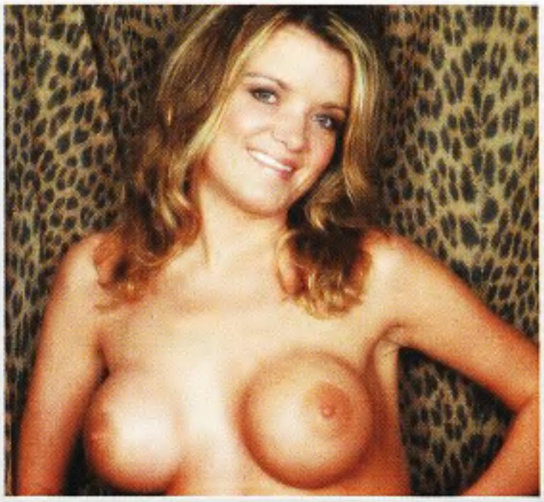
Meet June's Winner

Here she is, your winner of June's Fox Hunt contest, Michelle. This 19-year-old hottie surprised all of us, by NOT acting her age! Don't get me wrong, there's nothing wrong with bein' 19 (especially looking like this) but sometimes "responsibility" isn't in a 19-year-old's vocabulary. Not so this time. When she realized she was going to have to miss her flight to the West Coast for our shoot, she completely rescheduled the entire thing...herself. That's right, hotels, flights, expenses—we didn't have to do a thing (except put our wood away for another week). And, when she finally arrived at our NorCal studios with photog Mike Chase, seeing this spinner in action was worth the wait. I mean, c'mon...19, naked and hot! We camped out in Chase's studio for over a week for this one to get here. Yes, we are a little desperate, however, we were told it was considered "stalking" if we remained at the airport. Flip over to Page 98 for more photos.

—Sherwood O'Dunner



April—Illinois

#1101

"My first ride on a Harley was pretty memorable. Four years ago I asked this guy to take me for a ride. Now I love (and kept) both of them."

Diamond—Arizona

#1102

"It was in the middle of summer and I was already hot and bothered, but flying down the road with the hot vibes made me even more heated...and wet too!"

Helena—New York

#1103

"Nothing compares to a Harley. I love riding on the bike...it's my ticket to freedom."

Karen—Missouri

#1104

"There's nothing like that feeling you get knowing just how much power you hold between your legs."

Kara—North Carolina

#1105

"My first ride was when I was 18. That is when I realized that a Harley vibration could be as good as a real orgasm. I think I need to date more bikers."

Laura—Maryland

#1106

"Simply: The wind in my hair and my man between my legs. What more could a girl ask for? Be kind to animals, ride a Harley rider."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

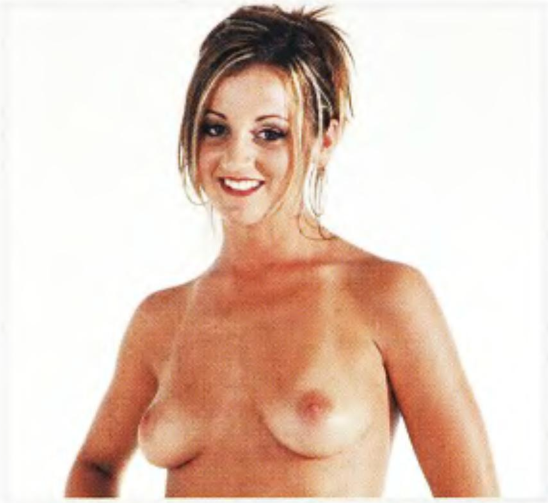
1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, color slides, or digital images (on a disc, 3 megapixel minimum)—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.,

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #377 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes October 1, 2004. The voting deadline for this month's crop of cuties is October 31, 2004. We'll announce the winner in the March 2005 issue.



Here she is, your July 2004 monthly Fox Hunt winner, the natural NorCal beauty Erin, No. 0702 from California. Come back and see a lot more of her next month!

377

FOX HUNT
P.O. Box 3000,
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91376-3000

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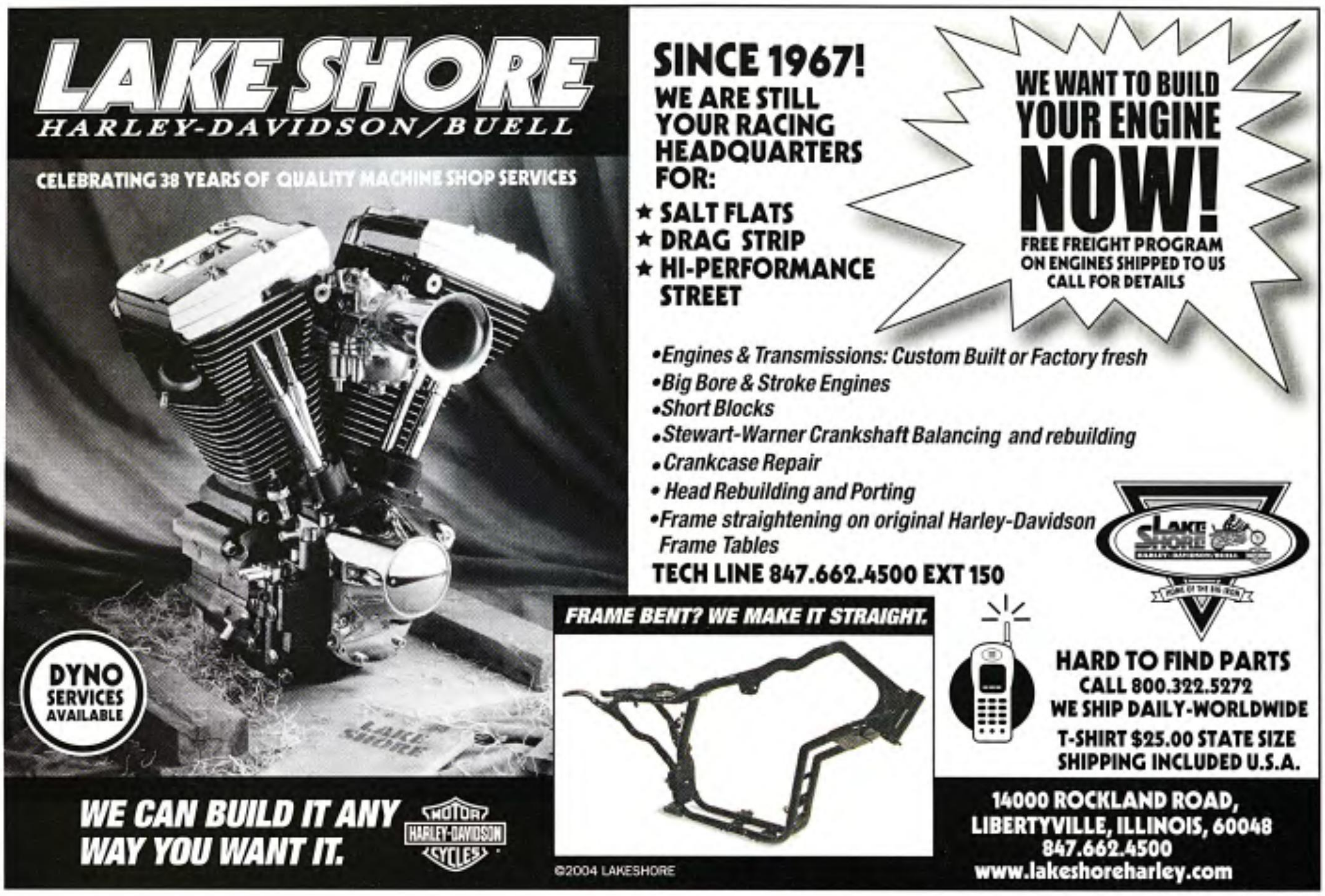
Model's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Date of Birth __________ I am __________ years of age
I will pose nude __________ Topless only __________
Model's Signature ____________________

Photographer's Name ____________________
Address ____________________
City __________ State __________ Zip __________
Daytime Phone (   ) __________ Evening Phone (   ) __________
Photographer's Signature ____________________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.



GOING STRAIGHT *(YOUR BIKE THAT IS)*

In order to go straight on your bike you need the front and rear wheels going the same way. If not, when you smoke your tire you'll go sideways. The same thing will happen when you nail the brakes hard.

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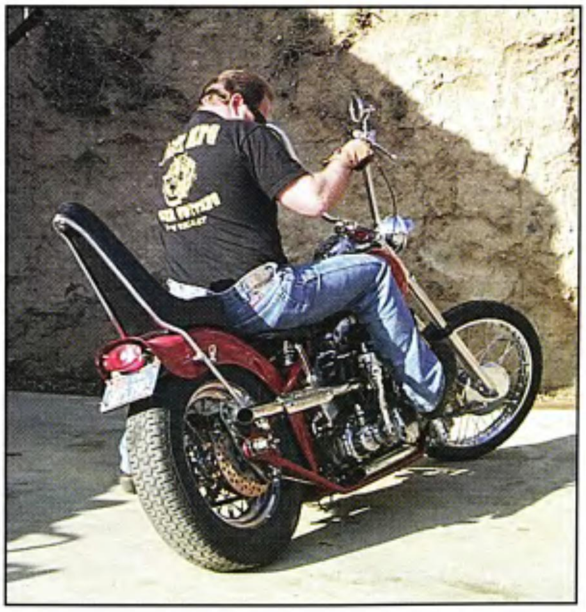

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BOB BOLOGNESE'S BODY SHOP SPECIAL

FIRST OUT

Bob Bolognese has spent most of his life messing with things mechanical—bikes, cars, even a little Super Comp dragster action—and then turned all that talent into a successful body shop business regularly running 70 to 90 cars a month through the repair bays. You'd figure a guy like that would be able to screw together a pretty respectable motorcycle when he put his mind and hands to it. You'd figure right. Take a look at Bob's first ground-up custom. Not too shabby for an after-hours side gig, huh?

Truth is, for the past few years custom bikes have become a growing part of the workload at Bob's Auto Body in Revere, Massachusetts. Area bikers took notice of the quality molding and paint coming out of this place and began bringing in their fenders

and tanks and even complete motorcycles for some of that Bolognese spray magic. Reading a trend there, recently Bob switched the emphasis from four wheels to two, at least personally.

With the shop humming along nicely with a talented crew of eight taking care of the day-to-day fender straightening and insurance work, Bob called in a construction crew and tacked on a sizable addition to the building, carving out a section dedicated to motorcycles only. "I'm still at the body shop every day," he says, "but as far as hands-on goes, it's all bikes for me right now." This red and black hidden-shock shows what he's capable of when left to do just that. It's the first ground-up custom out of Bob's new shop, and it's already generated a handful of orders for similar machines.

The Paul Yaffe frame Bob picked as a base didn't stay Yaffe-original for long. There are tricks and little modifications all over it, most notably the swingarm extension and widening done by Bob's friend, master machinist/fabricator Marc Rowe of Seabrook, New Hampshire. Bob and Marc go back for years, all the way to those Super Comp dragster days.

"And that guy can make anything," Bob says of his friend. "He really helped me out on this one anytime I got into a jam. Besides that swingarm, his touch shows up on the handlebars here, the upper engine mount, the carburetor stack and plenty of other places. Marc's amazing."

Bob's being modest. His own contributions and his designer's eye are credit worthy here, too. "I did spend a lot of time choosing just the right parts for this one," he admits. "But then, I've been looking at motorcycles all my life, so I better have some sort of idea what goes with what and how things are supposed to be, huh? What looks good and what doesn't?"

Along those lines, take a close look at the gas tank. Look at its rounded, almost teardrop-style, with a dead-flat bottom. Bob didn't build it himself, he's quick to point out, but he did design and custom order it with that flat bottom. A minor point, maybe, but it's a look Bob believes belongs on a chopper.

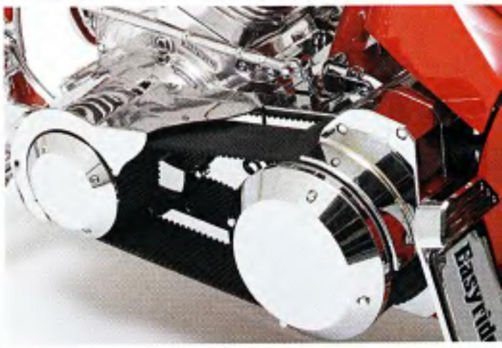
He sketched up what he wanted and had Fat Katz create it. Same thing with the fenders. Bob started with some D&D blanks then cut, shaped and mounted them to his own vision. There's nothing polished on this motorcycle, either. It's all chrome.

And keeping things simple there's just one gauge on the whole motorcycle, a VDO oil-pressure gauge right on the engine. No speedometer, no tach, no directionals—bare bones. And as you'd expect from a master metalman and painter, Bob massaged every square inch of the bike, top to bottom. You could turn this thing upside down and it would look just as good, just as clean and shiny.

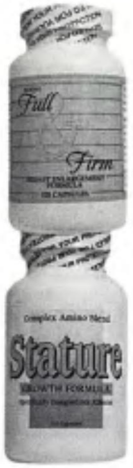
And speaking of clean and shiny, with his background in paint and bodywork, Bob says the final color became a real consideration. "I wanted to stay away from red," he says, feeling that would be just too obvious. But when it came time to load the guns and head into the booth Bob had a change of heart and went in carrying the most vibrant blood red in the House of Kolor catalog.

Matched with deep black and a bit of silver tribal graphics, themselves dusted with a touch of red pearl metal-flake, Bob's creation emerged as much more than just yet another red bike. And like we said, others seem to agree because this hidden-shock-style scooter, finished for just about a year now, has generated orders for more like it.

"But not exactly like it," Bob says. "I'll never repeat myself. Every one's got to be just a little different." Working out of that new shop they will be, too. Bob plans on completing just a couple bikes a year, though, only a handful. After all, as desirable and good-looking as they might be, they're still just a side gig to Bob's Auto Body. But hey, if you like what you see try calling Bob at 781-289-1300. Who knows, you might be able to talk him into taking on just one more. *—Joe Kress*



Owner: ....Bob Bolognese
City: ....Revere, Massachusetts
General
Designer: ....Bob Bolognese
Fabrication: ....Bob Bolognese/ Marc Rowe
Year/make: ....2003 Special Construction
Model: ....Custom Chopper
Assembly: ....Bob Bolognese
Time: ....10 months
Chroming: ....Hilton Plating
Engine
Year: 2003
Rebuilder: ....TP Engineering
Displacement: ....107 cubic inches
Ignition: ....Crane
Cam: ....TP Engineering
Carb: ....Mikuni
Air cleaner: ....Redneck/ Marc Rowe
Pipes: ....Grumpy's
Transmission
Year/make: ....TP Engineering
Shifting: 5-speed
Painting
Molding: ....Bob Bolognese
Painter: ....Bob Bolognese
Color: ....blood red/black
Type: ....House of Kolor
Special paint: ....graphics by Bruce Deveau
Frame
Year/make: ....2003 Yaffe, modified
Type: hidden-shock-style chopper
Rake: ....46 degrees
Stretch: ....6 up/6 out
Shocks: ....Works Performance
Front end
Type: Perse Performance, 10 over
Builder: ....Forking By Frank
Accessories
Handlebar: ....Marc Rowe
Handlebar controls: ....Hurst
Fenders: ....D&D
Headlight: ....Ness
Taillight: ....Joker Machine/Marc Rowe
Speedo: ....none
Pegs: ....Ness
Foot controls: ....Ness
Gas tank: ....D&D/Marc Rowe
Oil system: ....TP Engineering
Primary cover: ....Primo
Seat: ....Danny Gray
Mirrors: ....Yaffe
Grips: ....Ness
Wheels
Make: ....Performance Machine, "Seville"
Size: ......21-inch front/18-inch rear
Tires: ....Avon
Brakes: ......Performance Machine
Photos: ....Dino Petrocelli



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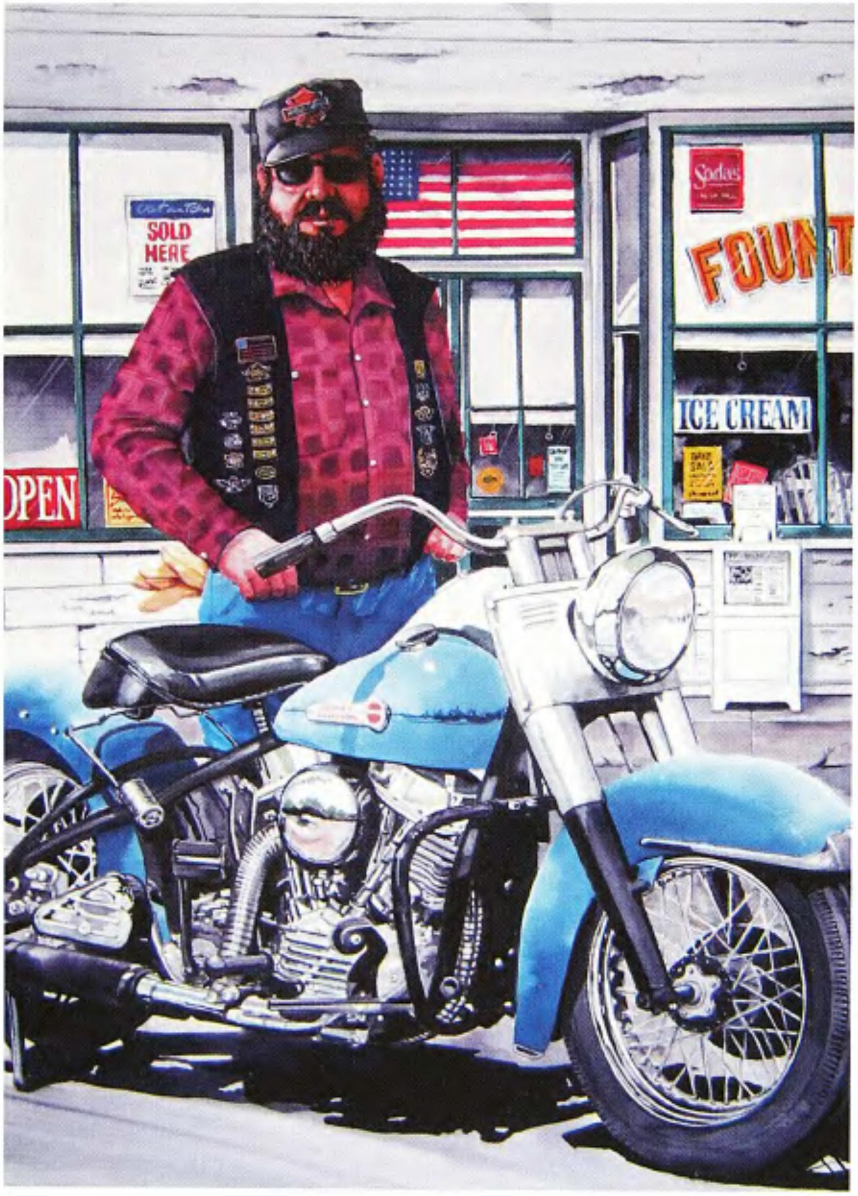
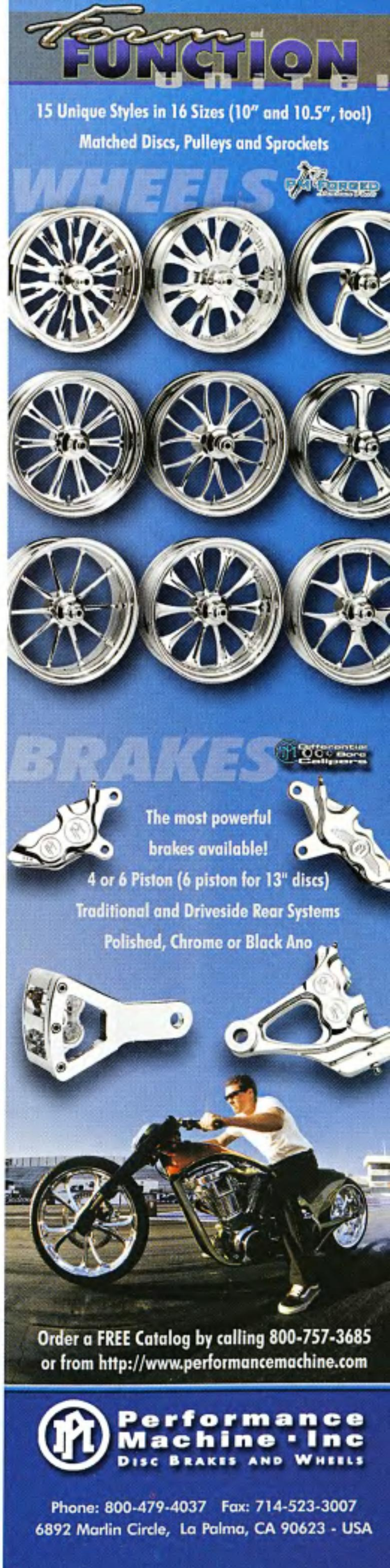
THE LIFESTYLE ART OF DALE TANGEMAN

After 33 years in the advertising racket, three years ago Dale Tangeman walked away to pursue his real dream of painting. Dale enjoyed a very successful career on Madison Avenue with some of its biggest players, like giant Saatchi and Saatchi, before he sought the simple life in Woodstock, New York.

In the roaring 1980s all the big advertising agencies were embroiled in merger fever, and the emphasis changed from the creative to the fiscal. Dale felt that the best talents were being sacked for the sake of the bottom line. It became a dollar and cents thing rather than a creative product. At the end of the day, Dale found that, "It just wasn't fun anymore."

As long as he can remember, Dale has had a love for paint and canvas. Even as his duties in the industry moved from the creative to administrative, he was always painting portraits and the like. Painting was his peaceful release from the day-to-day pressures of the business world. Dale believes that he inherited his talent from his father who spent his career as a commercial artist as well.



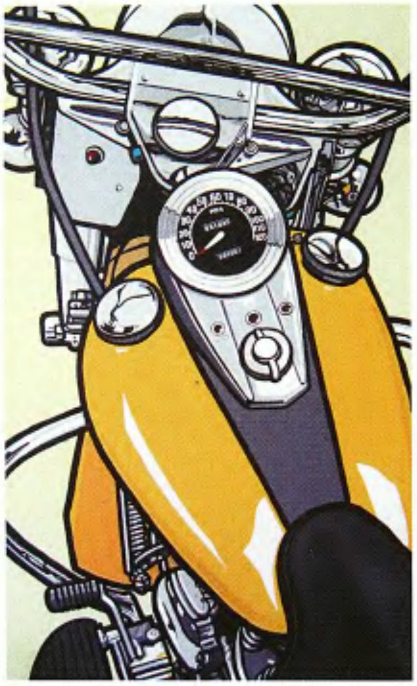


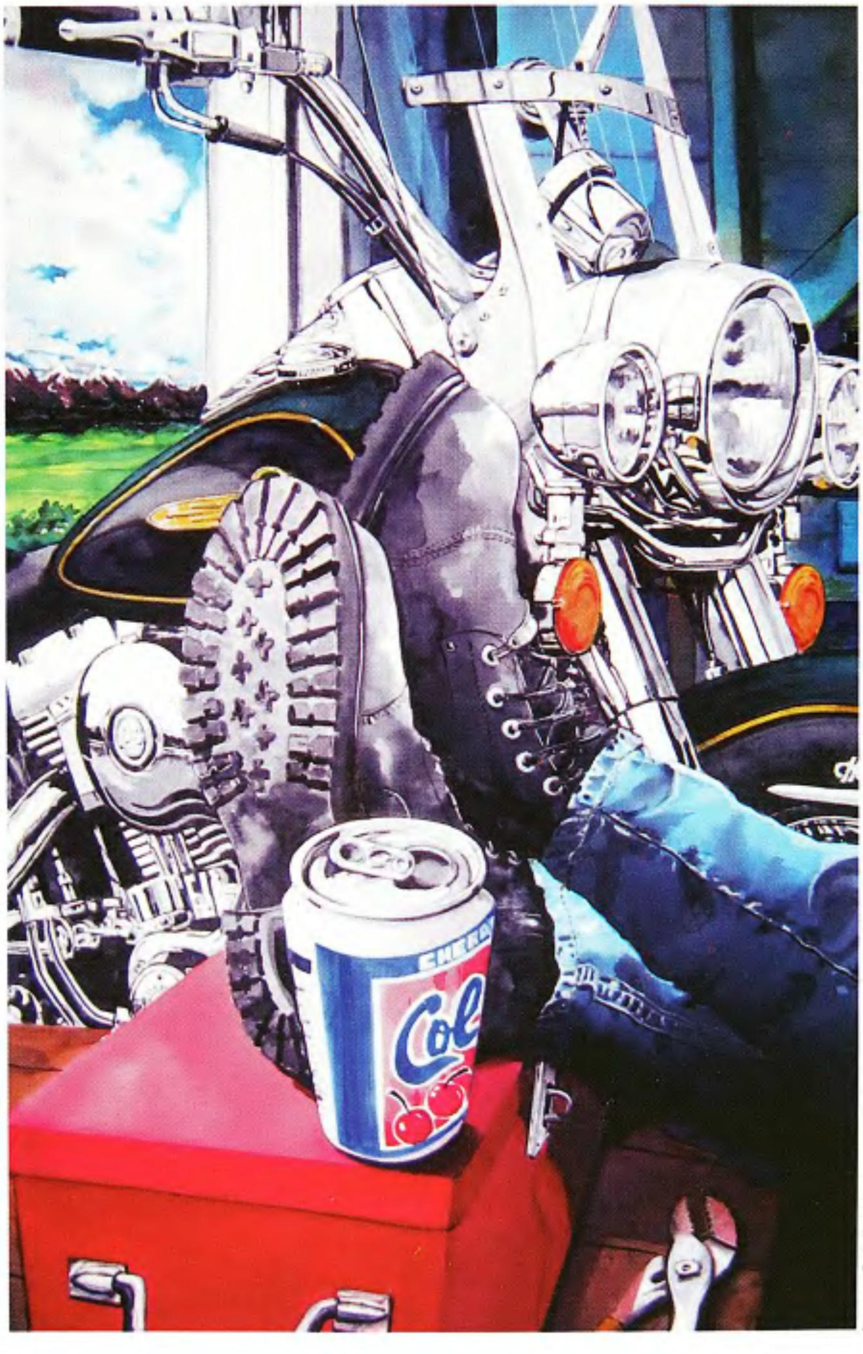
Since 1990, Dale and his wife had owned a house in Woodstock, and for them, it is the best place in the world to live. "I started painting when I came back here because I wondered what the hell am I going to do in my late '50s to make a living in Woodstock, New York? If you are a carpenter or a plumber you've got it made, but I'm not. I just started painting my brains out and I did a bunch of stuff that just didn't go anywhere. I thought, why don't you take the things you love the most and combine them? I love motorcycles, I'm a H.O.G. member and a road captain, and I started doing these paintings over last winter." Dale has been riding since he was 13 years old, his first ride was a 20-inch Whizzer. His current ride is a Twin Cam Dyna.

Some of Dale's paintings are done in watercolor on board and are painted realistically, others are painted in acrylic on canvas, for a bolder, more graphic, look. He didn't want to go off and reproduce a bunch of lithographed posters, so he has decided to market his paintings on the high end by creating museum quality giclee prints. "Here in Woodstock there are nothing but artists and poets and writers. I found a guy up on the mountain here who captured all the stuff digitally and entered it into the computer. When I need a print I call him and he prints them out." Giclee is an acid free medium, which looks much like canvas. It's guaranteed to last something like 90 years. It takes its name from the French word for "spraying of pigments." Sixty four nozzles allow 512 chromatic changes and 3-million color combinations. The prints produced via this process have incredible resolution and capture every nuance of the original.

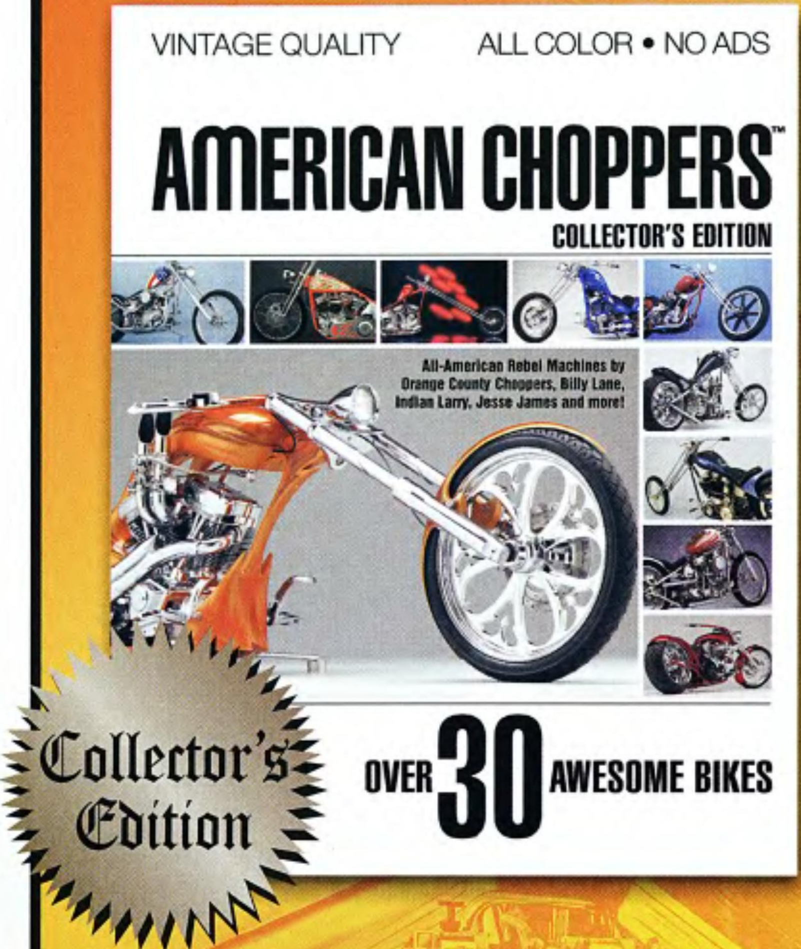
Most of Dale's art is reproduced on 24-by-30-inch, 300-pound clay coated paper. He has limited each piece to 250 prints, and has priced his art reasonably at $275 per print (plus tax and shipping). Have a look at some of his other work on his Web site at www.tangemanstudios.com to see the variety of prints that are available.

—Kit Maira





Images: Dale Tangeman



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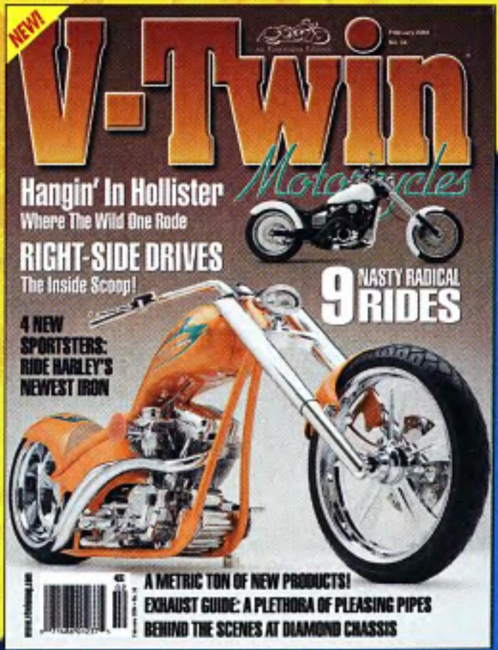

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5EVP4

GREG WESTBURY'S HOT ROD RIDE

TRU BLU

Nothing turns heads and starts hearts pounding like the look and sound of a true blue hot rod. Greg Westbury is no stranger to the world of modified rides, and that says as much about where this bike gets its look as it does about where it gets its roll.

Westbury Hot Rods in NorCal, is the company Greg built with his reputation for high-quality handcrafted steel and aluminum machines. Anyone serious about looking cool and running really, really fast uses Greg as their "go to" guy.

Greg knows what a hot rod is, and as you can see from this true blue chopper, he didn't hold anything back when he was putting it together for Rod Clement. Rod and Greg have been hangin' together for over 10 years, so when these two guys get time to start kicking ideas around, they almost seem to know what the other one is thinking before speaking.

One day, Rod, who is a pinch more old school than Greg, said something about how sweet it would be to have a bike with a coffin tank. Greg liked it, but told Rod that it would look even sicker to him if the tank was slightly twisted out of the regular coffin style to something a bit more modern, yet still retaining a lot of the old-world '70s flavor.

After talking about his dream machine for too long, one day Rob showed up at Westbury Hot Rods with a suitcase; inside it was "20 large" to kick off the build. Rob told Greg, "It's about time we stopped talking and started building." Greg went to work.

The way Greg works is, he begins thinking about new ways to do old-style stuff as he finishes each facet of the jewel he's crafting. However, everything doesn't always go according to plan, and Rod's bike required two or three passes

at most of the one-off work. Greg welded the tank to the frame before crowning it with one of his highly prized, Hard Knox gas caps.

Those who get to know him find out quickly that Greg is an aficionado of altered machines that perform and look better than the factory intended, usually beyond what the neighbors will accept at the church social. A skirmish just might break out as people try to figure out how Greg integrated the front caliper and fender into the front axle so that it all moves with the wheel.

Check out the way he welded chrome molding down the length of the pipes, exactly following the contour of each pipe. Greg says they're ribbed for pleasure.

Greg sticks to his formula for perfection like a hot drag tire on a racetrack. That's half of how Tru Blu got it's name, and part of how Westbury Hot Rods keeps on building cool machines with two and four wheels—the old fashioned way. One at a time.

Greg took Rod's Tru Blu bike to the San Francisco Rod and Custom Show where it was seen and appreciated by all the judges and all in attendance, but there was one observer in the crowd who liked it more than everyone else. It seems this lucky dude already had Greg busy on a custom project of his own, but he was so deeply enchanted by Tru Blu, he made Rod an offer and bought it on the spot. Dude, we don't know who ya are, but we know how ya feel. —*Cheese Drool*

Owner: ....Rod Clement
City: ....Concord, California

General
Fabrication: ....Westbury Hot Rods
Year/make: ....2004 Westbury Hot Rods
Model: ....Special Construction
Assembly: ......Westbury Hot Rods
Time: ....12 months
Chroming: ....Sherm's

Engine
Year: ....2003 S&S
Rebuilder: ....American Custom Cycles
Ignition: ....Crane Hi-4
Displacement: ....113 cubic inches
Carb: ....dual downdraft Weber's from Wide Open Products
Pipes: ....Westbury Hot Rods

Transmission
Year/make: ....2003 Baker RSD

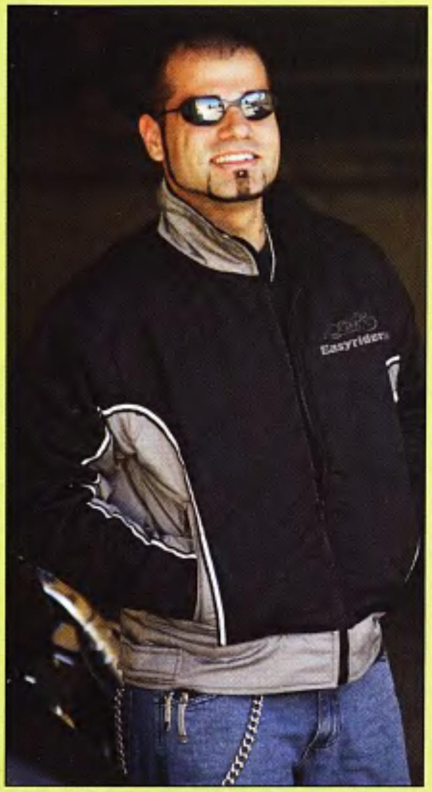
Painting
Molding: ....Todd Picket
Painter: ....Rob Hingemiel
Color: ....cobalt blue flake
Type: ....House of Kolor
Special paint: ....Rob Hingemiel

Frame
Year/make: ..2003 Rolling Thunder
Type: ....hidden-shock
Rake: ....46 degrees
Stretch: ..3 inches up, 2 inches out
Shocks: ....Legends Air Ride
Modifications: Westbury Hot Rods

Accessories
Handlebars: ....Westbury Hot Rods
Risers: ....integral
Handlebar controls: ..Performance Machine
Fenders: ....D&D/ Westbury Hot rods
Headlight: ....Headwinds
Taillight: ....Westbury Hot Rods
Speedo: ....none
Pegs: ....Performance Machine
Foot controls: ....Performance Machine
Electrics: ....Westbury Hot Rods
Gas tank: ....Westbury Hot Rods
Oil tank: ....Rolling Thunder
Primary: ....Kenny Boyce
Seat: ....Danny Gray
Mirrors: ....none
Grips: ....Arlen Ness Torpedo

Front end
Type: ....springer, 6 inches over
Builder: ....Rolling Thunder

Wheels
Make: ....Performance Machine
Hub: ....Wrath
Size: 18 x 8.5 rear, 21 x 2.15 front
Tires: ....Avon
Brakes: ......Performance Machine
Photos: ....Mike Chase



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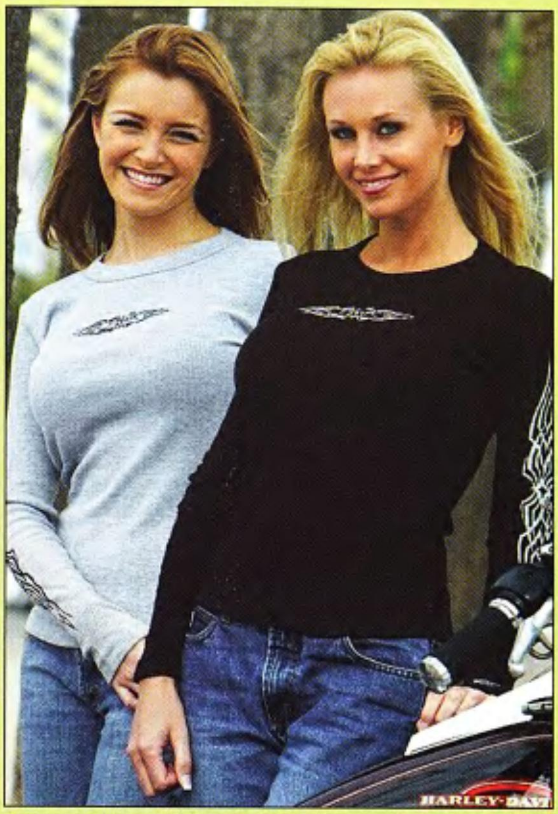

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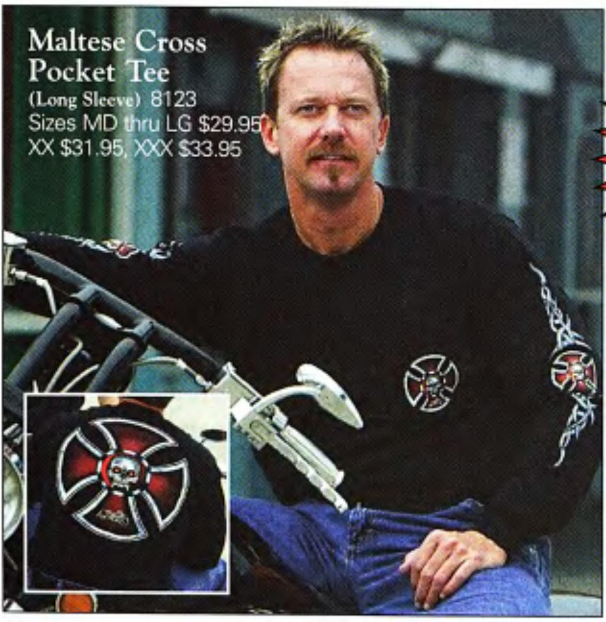

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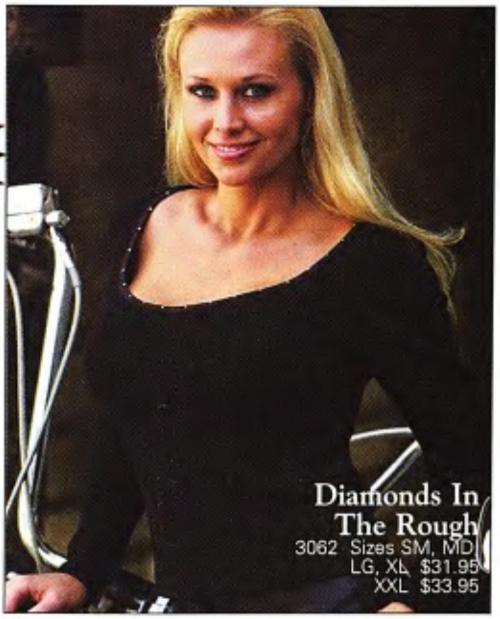

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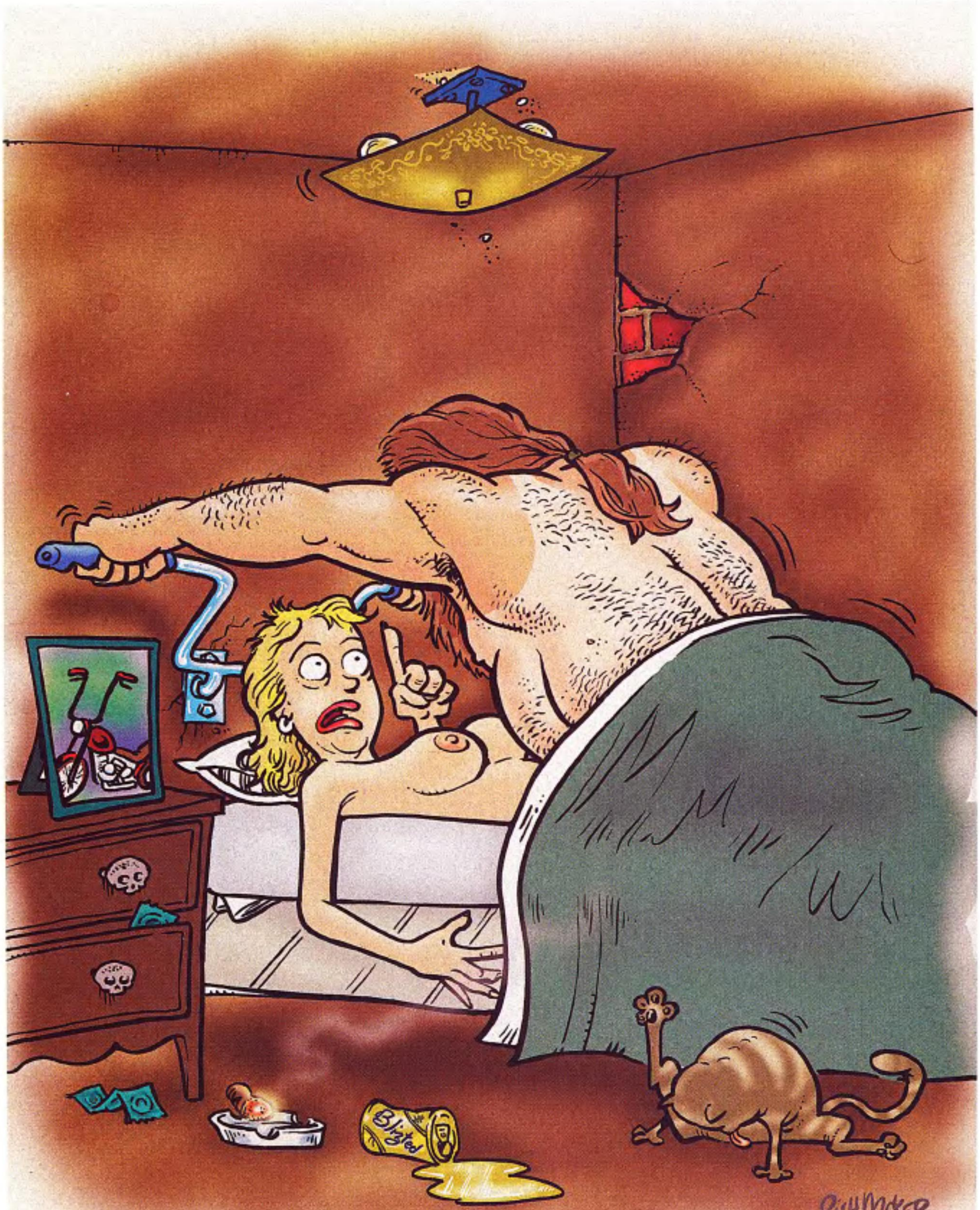

"Sex would feel more respectful if you wouldn't keep shouting, VROOM, VROOM!"

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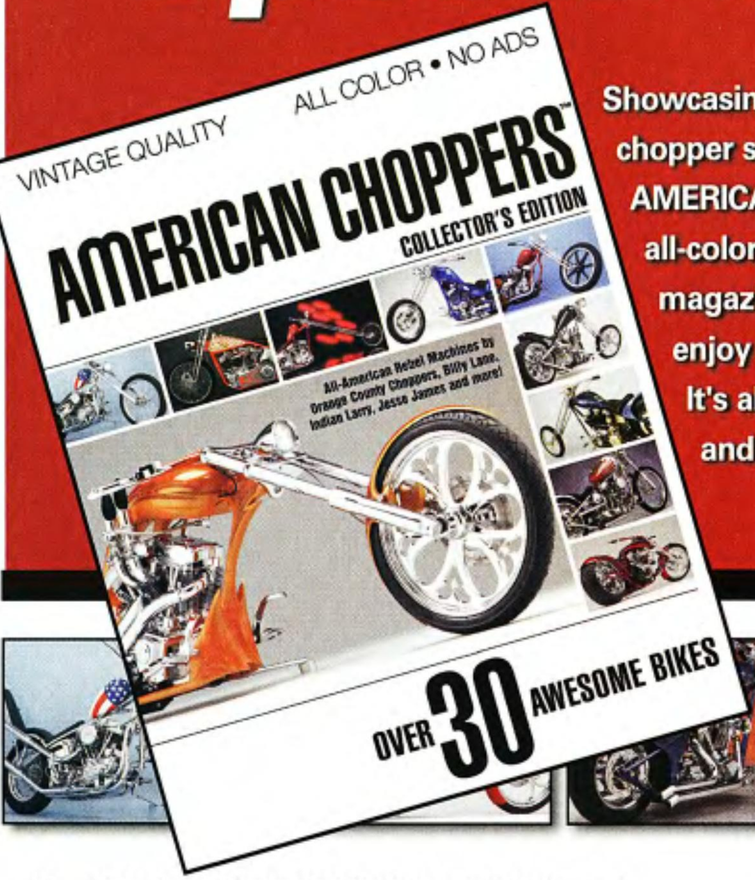

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ALL THRILLS, NO FRILLS MERC CHOPPER

BIG BEAR CHOPPERS

It's pronounced "Merk" as in '50 Mercury, a classic hot rod owned by Kevin Alsop, the fast driving force behind Big Bear Choppers. Kevin's one of those politically incorrect master builders that likes his bikes all thrills and no frills. The all new Merc frame is designed to house S&S and RevTech powerplants, while the bike itself is a showcase for the new line.

As for this particular bike Kevin says, "That's my bike. It's sitting here in front of the shop. I'm keeping it. It gets dust and dirt and rain and shit on it, and we dust it off and take to the shows or let anybody at the company ride it. What it boils down to is that it's got style, and it's very reminiscent of old-school type stuff. And it ain't a bobber! Bobbers suck in my opinion, and you can quote me on that. If you go to our Web site, you'll see a bike I just did called the Punk Ass Bitch… it's the anti-bobber bike."

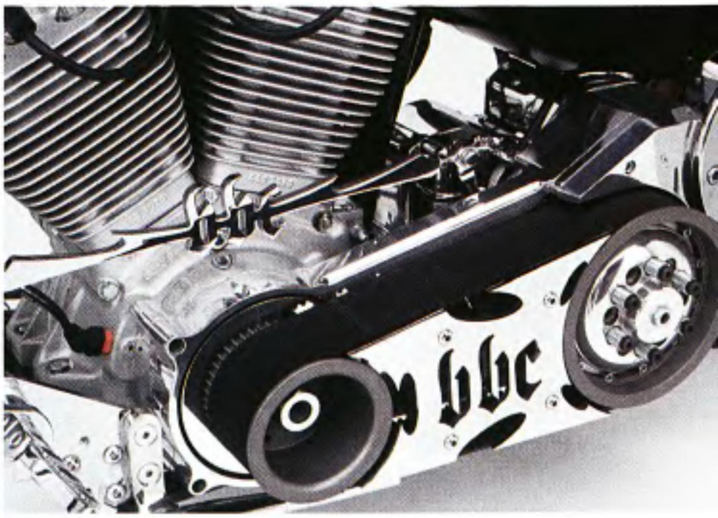
You might also notice the spade on that rear fender. It wasn't inspired by a card game. Kevin explains: "During Vietnam, Special Forces would leave a black spade on their kills as their calling card. And that's why I also did the black spade wheels. On the Punk Ass Bitch bike, it's got some very cool forward controls that have the spade thing going for it, too."

Asked how the bike handled with the 18-inch-over springer front end, another BBC product by the way, Kevin says, "I rode it to the *Easyriders* photo shoot doing over 100 mph on the freeway, and it runs beautiful, plus we're up here at Big Bear with a lot of windy roads so I get to ride in all conditions." The Merc carries a 96-inch S&S mated to a 5-speed tranny, but if you're into shovelheads, that option's available as well.

By the way, Kevin and his BBC crew put this bike together in two days flat. "It ain't like we're doing all this trick ass shit like running wires inside everything and internal throttles. It's just a regular bike with all the magic done in the frame, tank and fenders."

CCI is entertaining thoughts of carrying the BBC Merc kit in the Custom Chrome kit program, but meanwhile you can go to Big Bear Choppers directly for more info. Log on to www.bigbearchoppers.com or call 909-878-4340. Just don't ask Kevin for a bobber.

—Paul Garson



Owner: Kevin Alsop
City: Big Bear Lake, California
Designer: Big Bear Choppers

General
Fabrication: Big Bear Choppers
Year and make: 2004 BBC Merc
Model: Merc
Assembly: Big Bear Choppers
Time: 2 days
Chroming: CCI

Engine
Year: 2004
Model: S&S
Rebuilder: S&S
Ignition: Crane
Displacement: 96 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Heads: S&S
Cam: S&S
Lifters: S&S
Carb(s): S&S
Air cleaner: S&S
Pipes: Santee
Mufflers: no
Transmission: 5-speed
Shifting: foot

Painting
Painter: Rock & Roll Paint
Color/Type: House of Kolor black and red

Frame
Year: 2004
Builder: Big Bear Choppers
Type: Merc
Rake: 48 degrees
Stretch: 4 up, 6 out
Shocks: yeah, right!
Modifications: obviously

Accessories
Bars: Big Bear Choppers
Handlebar controls: Performance Machine
Fenders: Big Bear Choppers
Headlight: CCI
Taillight: CCI
Speedo: none
Dash: none
Front pegs: V-Thunder
Rear pegs: no
Electrics: Wire Plus
Gas tank: Big Bear Choppers
Oil tank: Big Bear Choppers
Oil system: Big Bear Choppers
Seat: High End Seats
Sissybar: no
Mirrors: Big Bear Choppers
Grips: CCI

Forks
Type: BBC Springer
Extension: 18-inch
Builder: Big Bear Choppers

Wheels

Front
Size: 21 inches
Wheel: 60-spoke D&A
Tire: Avon
Brake: Performance Machine

Rear
Size: 18 inches
Wheel: D&A
Tire: 250
Brake: Performance Machine

Photographer: John Wycoff

SCREW WINTER

For those of us in the northern states late winter is a very sad time. A time when we are forced by the elements to garage our rides for a long, long winter's rest.

I for one do not think this is fair. Why should little things like snow, sleet and freezing temperatures stand in the way of the one thing I love? Except of course for my family and stuff.

So this year I have decided to conduct a little experiment. I will not garage my bike when the weather turns bad. Instead I will continue to ride as usual. With the proper protection, equipment and level of stupidity, I hope to persevere and become the first biker ever to successfully say, "Screw winter!"

Excerpts taken from the journal of G. Clemency, screw winter guy.

Photo: Ken Morse

DEC. 1ST — Chilly but not to cold. Bundled up in fleece-lined jacket, long johns, hand-warming gloves. Scarf and hat stuffed under helmet. Got a few odd looks on the way to work. Have just discovered that shooting the bird is very difficult in gloves.

DEC. 2ND — Frost on the lawn this morning. Wind chill low. Got some really odd looks on the way to work. Have discovered that yelling obscenities very difficult with frozen chin.

DEC. 3RD — Frost is back. Wind chill even lower. Have discovered that adding a ski mask is unwise as it attracts the attention of law enforcement officials puzzled by shivering biker wearing a ski mask. Switched to goggles and taped long john material to chin. Much better.

DEC. 6TH — Was going to ride this weekend but could not convince wife to go to supermarket on back while pulling a shopping cart. Weather not bad today. Almost pleasant. So far experiment is going well.

DEC. 11TH — Stretch of mild weather makes for fine riding. Odd looks on route to work have ceased and neighbors have stopped asking if I'm feeling OK. Beginning to think winter riding is piece of cake.

DEC. 14TH — **THE** cold weather is back. Discovered winter riding not piece of cake. Forgot long johns and froze balls off. Forced to spend half an hour searching for frozen balls in parking lot at work. Was late, boss not happy.

DEC. 15TH — Fell into holiday spirit by strapping life-sized Santa to rear seat. Froze Santa's balls off. Forced to spend half an hour searching for frozen Santa balls in parking lot at work. Was late, Santa not happy.

DEC. 20TH — Week of cold but uneventful riding. Entire face is chapped. Went to Christmas party slathered in Vaseline. Wife explained this by telling everyone my parents were cousins.

JAN. 3RD — Shit entire loaf of fruitcake this morning. Holidays are over, back to work. Light snow on the ground but roads are clear. Went slow.

JAN. 4TH — So cold having trouble starting bike. Read once that this guy blew himself up heating his gas in a pot on the stove. Dummy, I just piss on the tank.

JAN. 5TH — Snow and ice in the night. Woke at 2 a.m., gathered shovel, salt and blowtorch. Broke narrow path from garage to work. Reached work on…

JAN. 6TH — Explained to boss that my parents were cousins.

JAN. 7TH — Approaching dog days of winter. Prepare by fashioning battery operated heated underwear and praying to the patron Saint of Dipshits.

JAN. 10TH — Wife begged me to garage the bike over the weekend. Fears frostbite, accidents, public opinion. At times like this I am reminded of other great trailblazers such as Ponce de Leon, Christopher Columbus, Daniel Boone.

They kept going despite incredible hardships, insurmountable odds and discomfort due to hemorrhoidal tissue caused by much fruitcake and so shall I. I'll sit gingerly in their memory. Shifting often and grimacing in triumph when I successfully navigate all the bumps in the road.

JAN. 20TH — So cold. Too cold to write. Fingers now numbering nine. Left one on the handlebars. Get it later.

JAN. 31ST — Finger reattached. Works good. Experiment beginning to fail. Can't start the bike half the time. The other half I don't want to. I simply cower in the frigid garage. Listening to the wind howl and praying to the patron Saint of Dipshits to carry me away. Anywhere but here.

Maybe I should call it quits. Admit to the world that I can't stick it out and go back into the house where it's warm. Sorry Ponce and all you other bros. I couldn't cut it. All is lost.

FEB. 1ST — Got drunk. Got Laid. Feel better. All is not lost and I'll tell you why.

Layered clothing. It's the wave of the future for winter biker boys and girls, and today I'm going to tell you how to dress for a leisurely February ride.

Now, the first thing you'll want to do is set your undies on toast and shimmy 'em up. Next come two or three pairs of pantyhose. Notched at the crotch if you're a boy and in manly colors, like chartreuse or peach delight.

Follow with two pairs of thick woolen socks tucked into long johns, fanny flaps optional. Jeans on top, fanny flap not recommended. At least two thermal undershirts to avoid nipple-bite. Something I learned the hard way is actually possible. A heavy sweater, hunters gloves, coat, scarf, hat and earmuffs if you can fit them under your helmet. Now you are ready to go.

Walking in this getup is difficult at best so waddle out to the bike. Place a stepping stool or a jack nearby and hoist yourself into the seat. On the first couple of tries you may fall off the other side but don't worry, you're padded.

To avoid frustration while perfecting this maneuver try calling out a cheerful "tallyho" each time you leap. I started with, Fuck! Fuck! Fuck! Fuck! Fuck! But soon realized this only increased my level of frustration. Which was already high as pantyhose tend to ride up.

Finally, enjoy your ride. Ignore the shocked stares and pointing fingers. You've earned this; you've worked for it. You are a trailblazer in a sport that is sure to catch on.

Winter riding is the wave of the future. Needing only the proper equipment, protection and level of stupidity equal to or surpassing my own. Remember the immortal words of Columbus, who, on these very shores said, "Where the fuck are we? This isn't China."

APRIL 1ST— Early spring this year. Winter is finally over. My wife and I are ecstatic that I've survived the experiment and I have promised her I will never, ever do it again.

But who knows, I see all those people dragging their dusty bikes out of the garage and preparing them for another season. Mine is already there and none the worse for it. Of course my finger aches on occasion. As do my balls.

So the question I need to ask myself now is, was it worth it? When fall arrives and temperatures drop, will I be able to say "screw winter" again?

I don't know. I guess we'll just have to wait and see.

—Guy Clemency

THE LONE WOLF So here's what happened.

Me and the wife are in the mall. I hate malls, so I'm not in the best of moods as it is. I much prefer liquor stores or any other freakin' place on the planet. We decide to stop at the food court and get a snack since I am getting both grouchy and hungry. Sometimes the wife treats me like a 5-year-old. If my mood is starting to fade, just stop and get me something good to eat. Sadly, it usually works.

We got our grub at one of the fine mall vendors and started to look for a seat. Unfortunately the seats were in short supply so we ended up walking in circles carrying a food tray each. Now I was quite happy to keep lookin' and wait for one of the mall freaks to vacate their stool and get a life, but the wife decided her grub was getting cold and did something absolutely unthinkable. She sat down at one of those food court tables for four with two complete strangers.

If there's one thing my father taught me it was that strangers are bad and should be shot on sight. Well maybe that wasn't exactly it, but I'm sure it had something to do with firearms. Anyway, I do know one thing. If you want to enjoy your shitty mall food, you're not likely to do it when you're sharing a table with Dumb and Dumber.

We sat there, me gritting my teeth, and the wife actually talking with these strangers to pass the time. I shit you not. She sat and made small talk with people we didn't know and weren't related to. I was so freakin' mad, but what could I do?

Once we were done and out of the mall, I told the wife in no uncertain terms what I thought of her little adventure in social work. After I had done so, she called me an unsociable prick and didn't talk to me for a few hours, other than to say hurtful things like, "How the hell did I end up with you?" It was a shitty drive home.

But the whole ordeal got me thinking about being unsociable. Maybe I am. I've never asked anybody, mostly because that would mean I'd have to talk to them. Screw that. I've gone to some pretty extreme ends to get out of talking to people. Doesn't always work though. Like the time the wife informed me that we had to go to a party at her bosses house. Whining, bitching and even a carefully placed, self-induced hatchet wound didn't help my case. That was a bad night. When all the small talk and sickening party chit chat started, my foot hurt too bad to drag myself outside and fall over into the path of a bus.

But just because I may be a touch unsociable doesn't make me a bad person. It makes me unique, eccentric, independent. Yeah, that's it. Independent. A lone wolf. Someone who isn't afraid to cut his own trail. Someone who is quite happy with his own company.

There are many advantages to being a loner. I never have to be concerned about how I dress because I really don't care what people think of me. Nobody questions my opinions because I don't have to share them with idiots who don't keep up on current events. If I spill food all over myself it doesn't bother me because I have no one to impress.

And no, the above paragraph is not a personal description. I am not a lonely, badly dressed slob covered in my own food droppings. See, that's what I hate about talking to you people. You're always jumping to conclusions.

Of course, there are some disadvantages to being a loner. It can be a bit of work. Like the day I removed my bathroom mirror because I got sick of the company. Seriously, I don't need someone watching my every move.

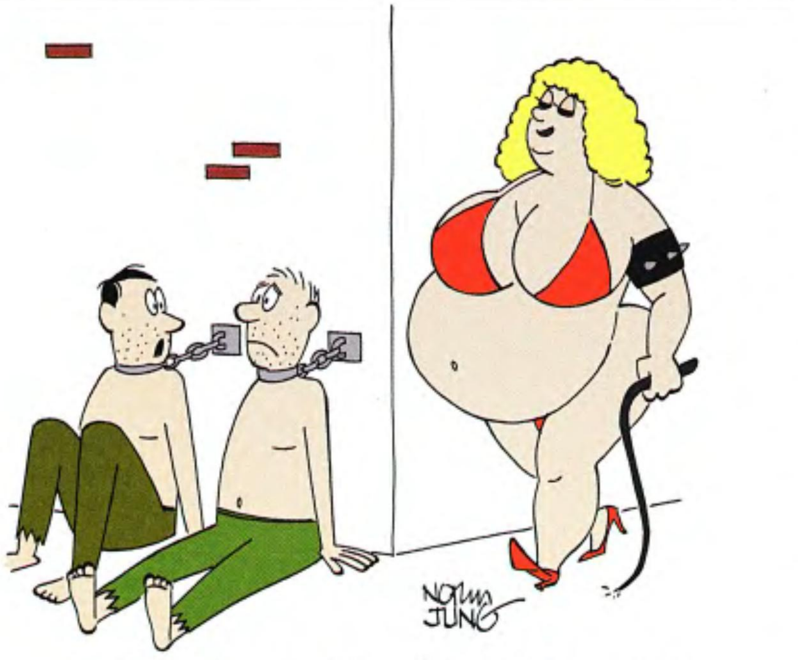
There can also be a cost associated with being a loner. Like I had to replace the stock saddle on my bike with a nice solo seat. Whoever came up with the idea of putting a passenger seat on a scooter should have a vacancy sign glued to their forehead. If I want to haul passengers around I'll get a job driving a freakin' cab.

Not being a social butterfly can also limit your recreational activities to a point, but this isn't always a bad thing. I never have to play tennis. I never have to worry about buying a baseball glove. And though it doesn't enjoy a lot of popularity, you can have just as much fun with a boomerang as you can with a Frisbee.

I guess the biggest challenge that I face as a loner goes back to the wife whom I mentioned earlier. I'm not sure how I ended up married to a people person, but there you go. Maybe it's the opposites attract theory. Or maybe I like the fact that she is friendly enough to compensate for my lack of people skills. I look like less of a prick because of her. I'm sure people say things like, "How did such a nice woman end up with such a jerk?" but this isn't all bad. The way I look at it, with me being so unsociable, people probably think we ended up together due to my prowess in the bedroom. They probably also figure that's what keeps her so good natured and cheery all the time. And they say being unsociable is a bad thing.

The only thing I know for sure about being the way I am, is that I'm not likely to change any time soon. Unless people become a lot more interesting and a lot less annoying, I think I'll continue to keep to myself. Now if you'll excuse me, the wife wants to go to the mall, and I need to find my hatchet.

—Greg White



"Being a slave can't be all that bad, can it?"

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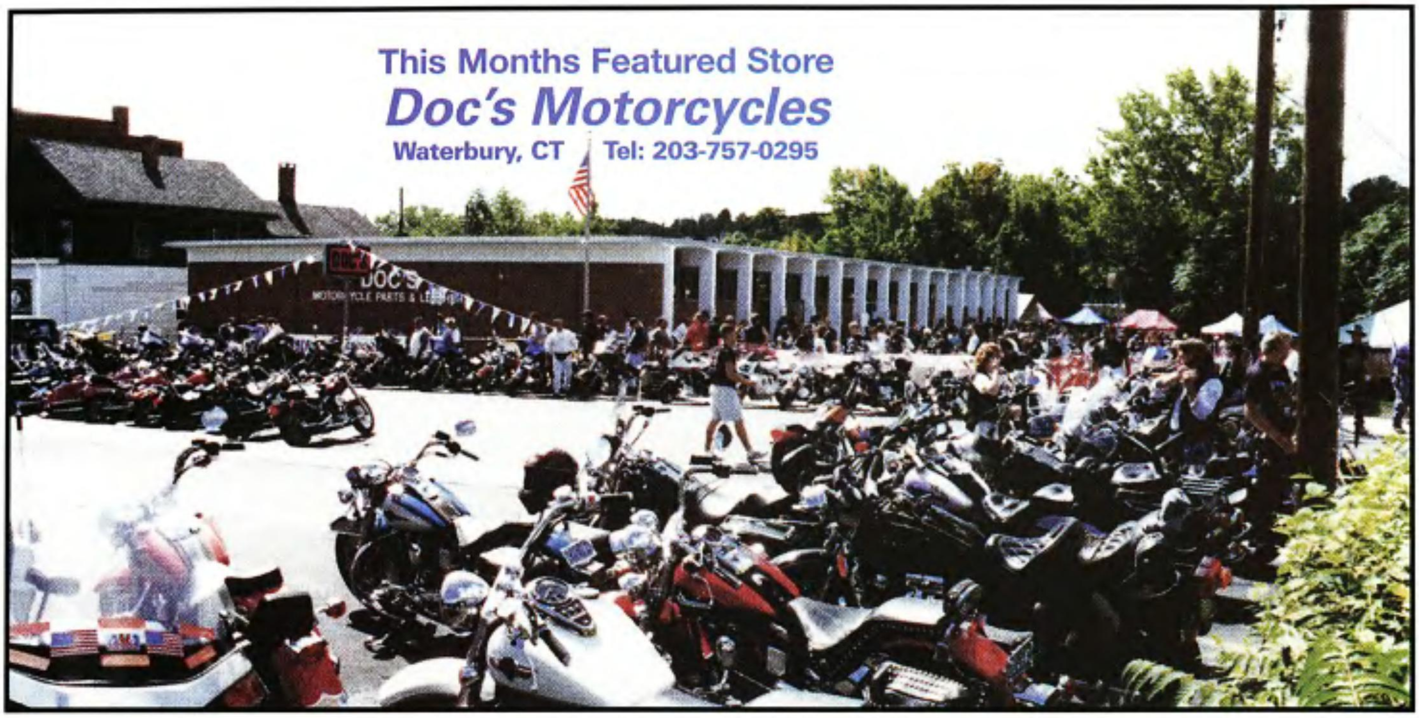

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Fresno, CA
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V-Twin Alley
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Doc's Motorcycles
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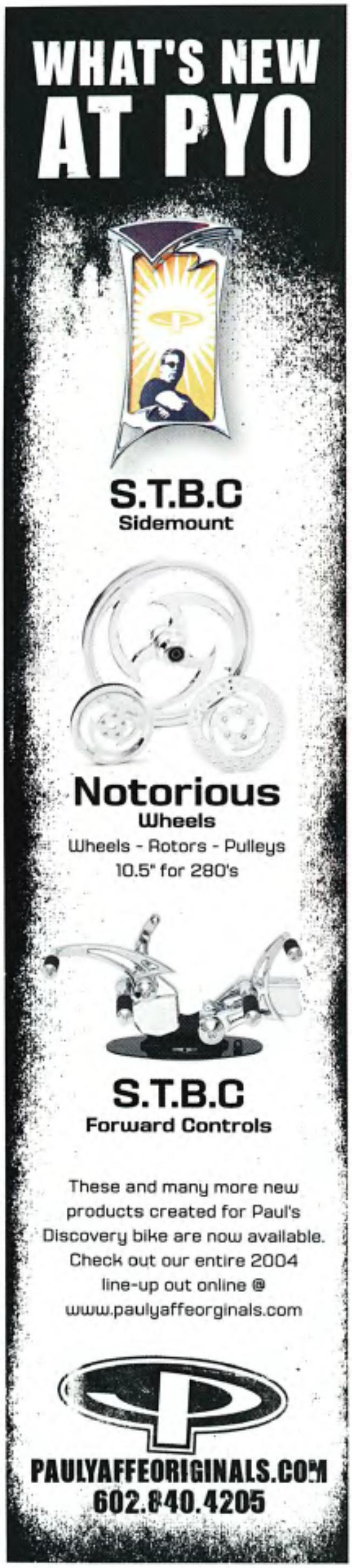
DOES THIS GUY KNOW HOW TO PARTY OR WHAT?

INDIAN LARRY'S POW WOW

Some dudes just know how to live. Take Indian Larry. After working as a bona fide motorcycle artist and builder of streetwise rides for decades, he finally gets some respect. The Discovery Channel has showed his mug off all over the place on *Motorcycle Mania* and *The Great Biker Build-Off* TV episodes and now he's a two-wheeled celebrity. Larry is part of our Easyriders Centerfold Bike Show Tour and signs autographs until his fingers bleed, but do you think all this publicity has changed him? Not 1 ounce. He's still Larry and he sure knows how to throw a party.

This past June, Larry opened the doors to his bike shop and invited a few hundred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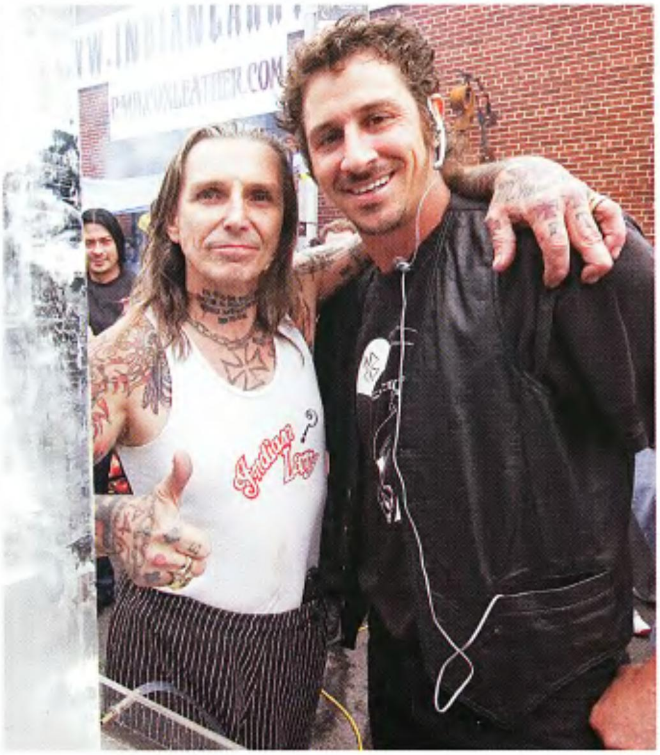
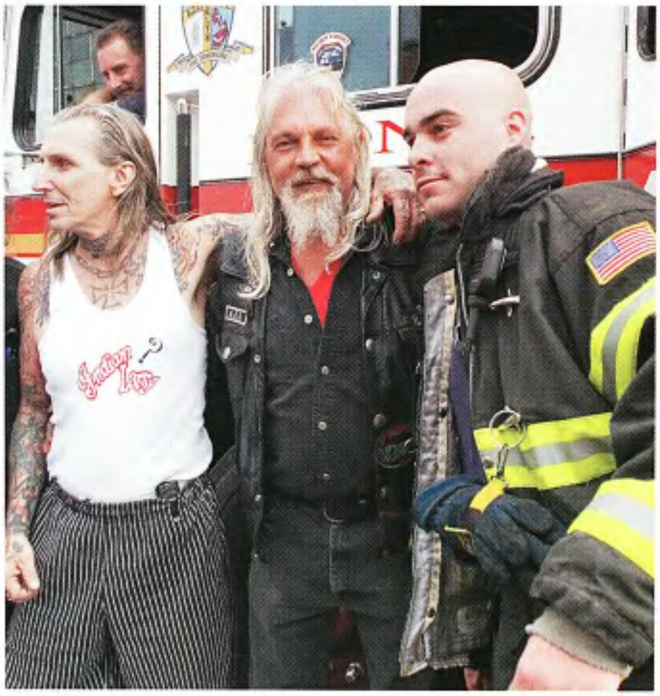
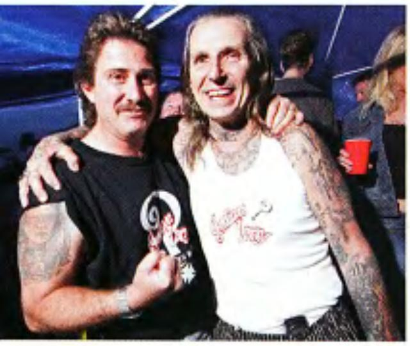
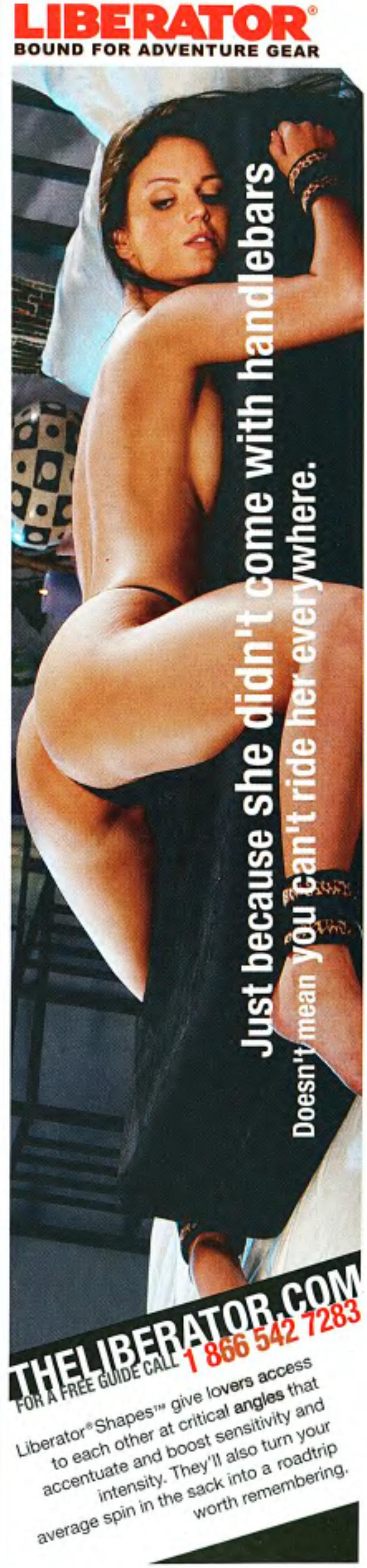






of his closest friends. Besides a gaggle of gorgeous New York girls, nasty hot rods and killer custom bikes, Larry unveiled a true oddity: a bike motor frozen in a block of ice, and then he melted the ice with a rocket car. That's entertainment!

Live music rocked the house, food got scarfed, liquid refreshments got sucked down and everybody had a bitchin' time. Custom seat maestro Paul Cox was on hand to do a few burnouts; Billy Lane and Nick Fredella of Choppers Inc. fame showed up to drink a few beers and have a few laughs as only they can (they're trained professionals, folks).



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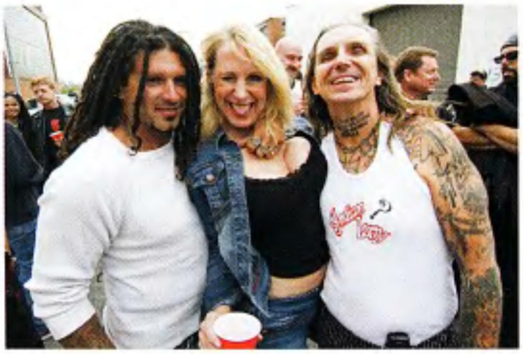
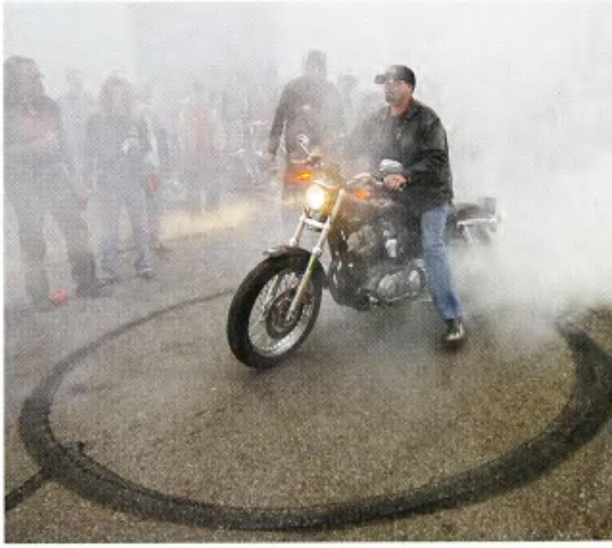


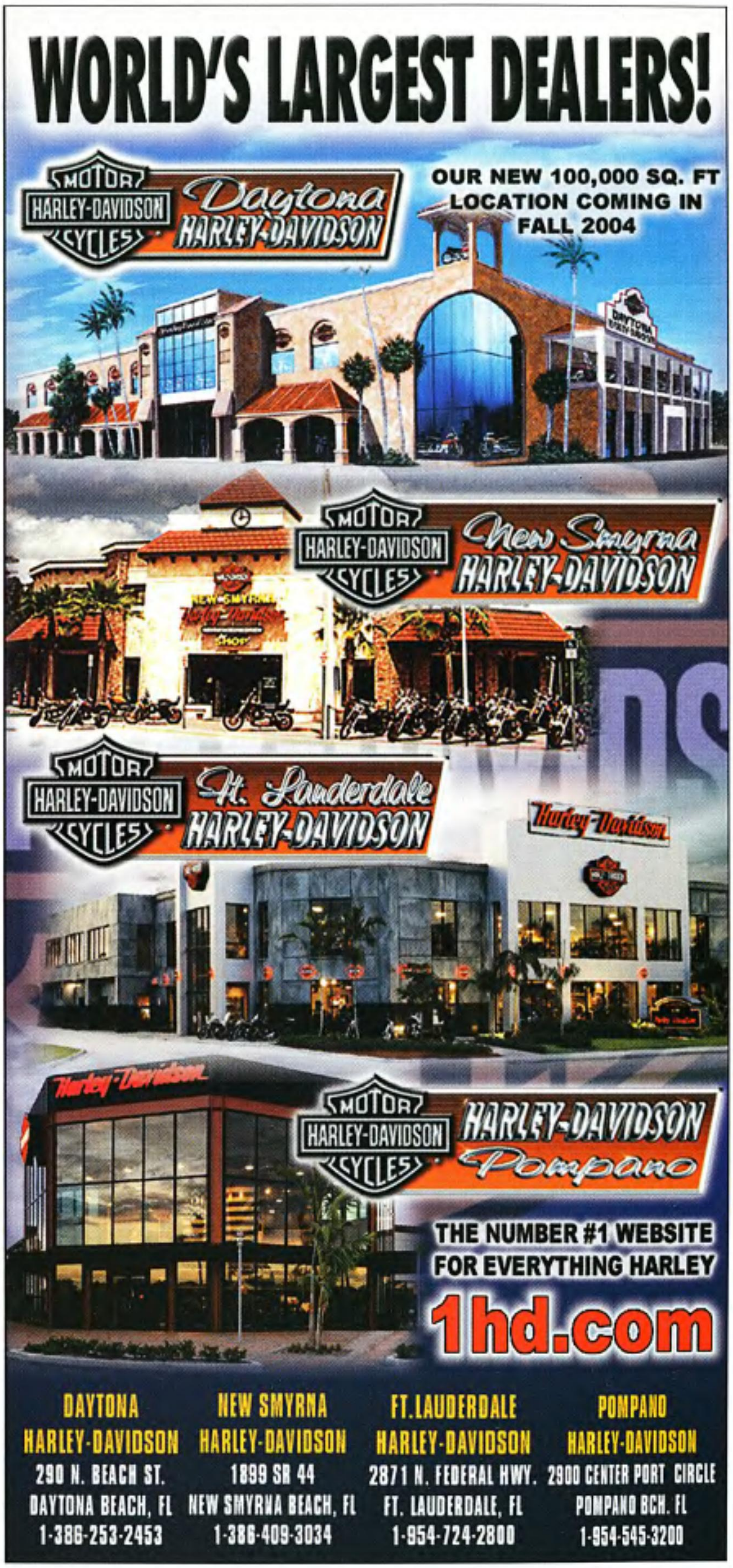


Repo from Baker Drivetrain flew in, as did Jose from the sunny Caribbean, Dave Perewitz stopped by, and guests came from as far away as Japan. For the motorized madmen of New York this party was grease monkey heaven on earth.

Naturally, a party ain't no party unless the cops and firemen are called. The fine flicks by Michael Lichter say it all. What more could ya want? Way to go Larry.

—Phantom

Photos: Michael Lichter



Test Your Racing Skills

Teresi Dyno-Drag takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

The Teresi Dyno-Drag is a self-contained, mobile inter-active attraction that can be set-up most anywhere — indoor stadium or outdoor parking lot — regardless of weather conditions.

With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

★ *2nd Annual Dyno-Drag Nationals* ★

Anyone racing in the 2004 year will qualify for the 2005 Dyno Drag Nationals.
Cash Prizes ★ Trophies
Winners will be featured in V-Twin Magazine.
$10,000 purse even last place will get $1,000!

We'll be at these events:

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1/31-2/2	V-Twin Expo - Cincinnati, OH
2/13-2/15	Easyriders Bike Show, Columbus OH
2/22	Harley-Davidson of Miami - Miami, FL
3/12-3/14	Open
3/20-3/21	Charlotte Honda/Yamaha - Charlotte, NC
3/27	Specialty Motorsports - Bluffton, SC
4/2-4/4	East Side Harley-Davidson - Bellevue, WA
4/9-4/11	Open
4/16-4/18	Cycle Center - Fremont, CA
4/22-4/24	Laughlin River Run - Laughlin, NV
4/29-5/2	River City Bikefest - San Antonio, TX
5/7-5/9	Mahrle Harley-Davidson - Battlecreek, MI
5/12-5/15	Bike Week - Myrtle Beach, SC
5/21-5/23	Brian's Harley-Davidson - Langhorne, PA
5/28-5/30	Bridging the Gap - Myrtle Beach, SC
6/4-6/5	Doc's Harley-Davidson - Kirkwood, MO
6/12-6/13	Gutteridge Harley-Davidson - Danville, IL
6/16-6/19	Laconia Bike Week - Laconia, NH
6/22	Harv's Harley-Davidson - Macedon, NY
6/25	Big River Rally - Ft. Madison, IA
6/26	J&P Cycle - Anamosa, IA
7/2-7/4	Ernie Williams Harley-Davidson - Algona, IA
7/10-7/11	Gengras Harley-Davidson - E. Hartford, CT
7/16-7/18	Competition Accessories - Springfield, OH
7/23-7/25	Bikefest - Carlisle, PA
7/29-7/31	Honda Homecoming - Marysville, OH
8/6-8/8	MidAmerica Moto Plex - Sioux Falls, SC
8/11-8/14	Full Throttle Saloon - Sturgis, SD
8/20-8/22	Matthew's Funmachine - Matthew NC
8/27-8/29	Hals Harley-Davidson - New Berlyn, WI
9/2-9/5	Abate of MN State Rally - Meeker Fairgrounds Litchfield, MN
9/9-9/12	Loess Hills Rally - Council Bluff, IA
9/17-9/19	H-D of San Jose - San Jose, CA
9/22-9/26	H-D of Reno - Reno, NV
9/29-10/2	Bikes, Blues & BBQ - Fayetteville, AR
10/8-10/10	Rio Grand Valley H-D, Pharr, TX
10/16	Jim's Harley-Davidson - St. Petersburg, FL
10/21-10/23	Biketoberfest - Daytona Beach, FL
10/29-11/1	Open
11/6	Stone Mountain H-D - Lilburn, GA
11/13-11/14	Bike Fest - Okeechobee, FL
11/19-11/21	Open
11/25-11/28	Happy Thanksgiving
12/3-12/5	Open
12/10-12/12	Open
12/17-12/19	Open
12/24-12/26	Merry Christmas
12/31	Happy New Year
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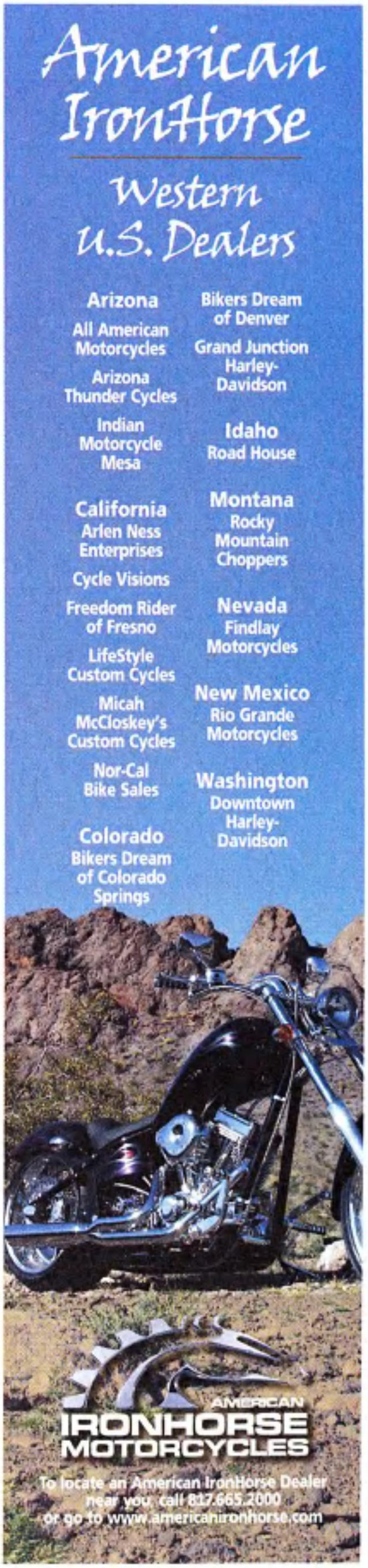

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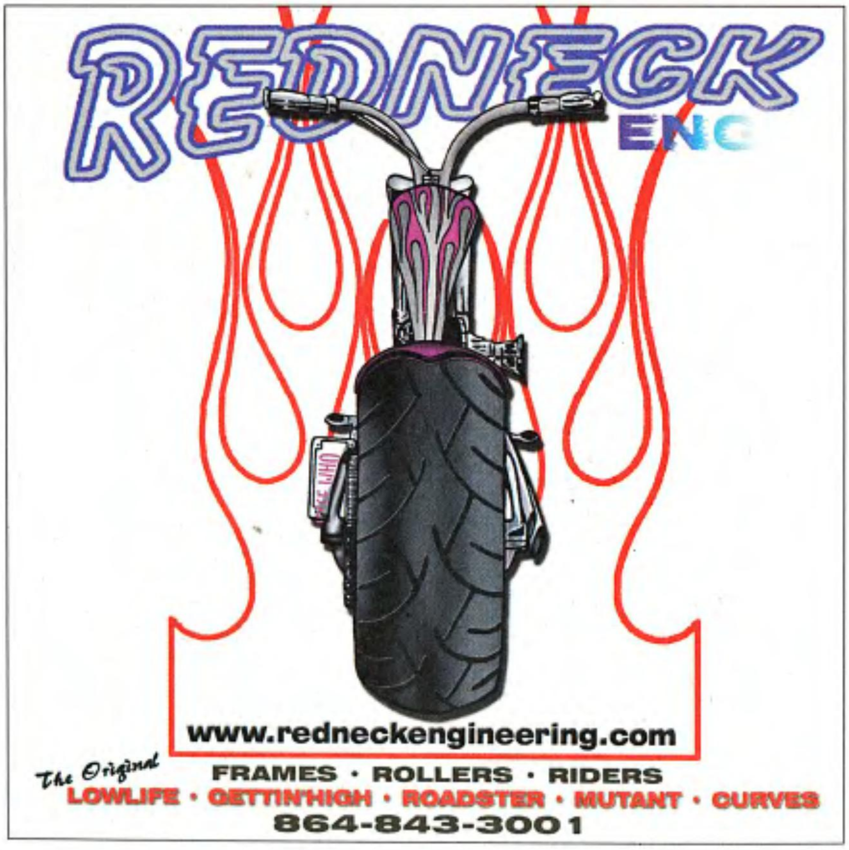
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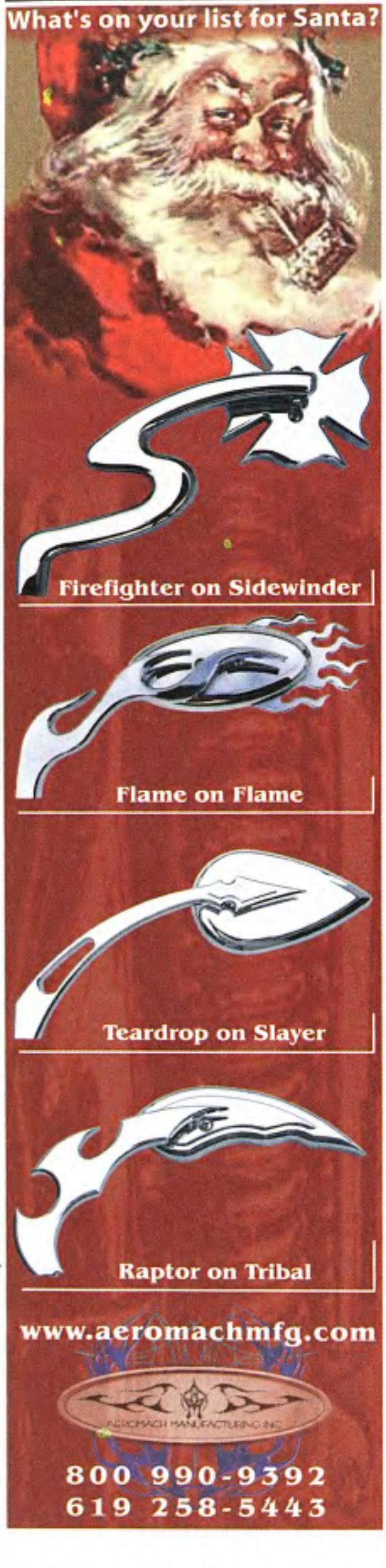

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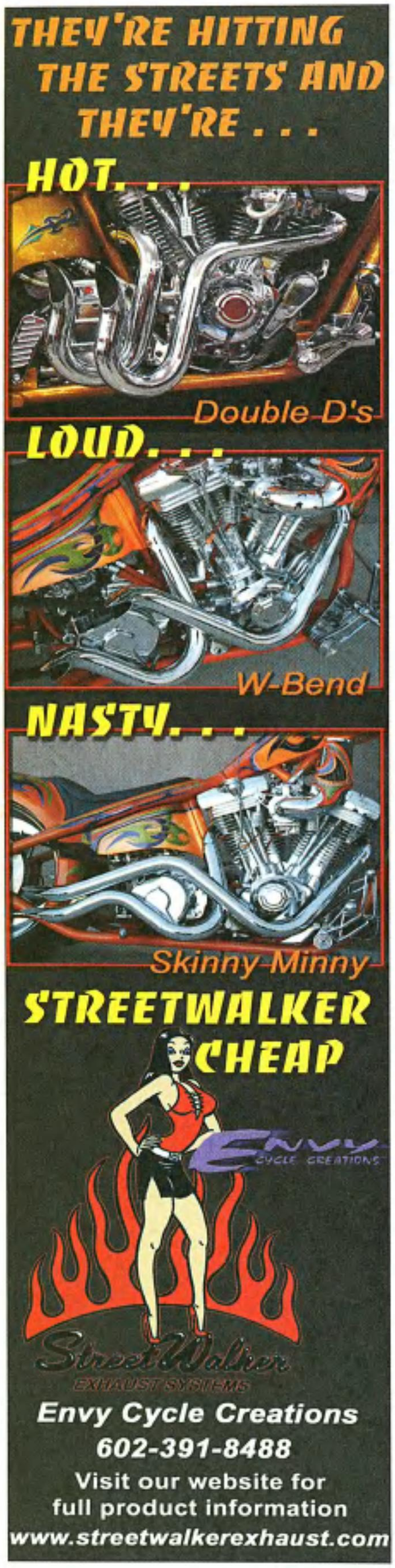
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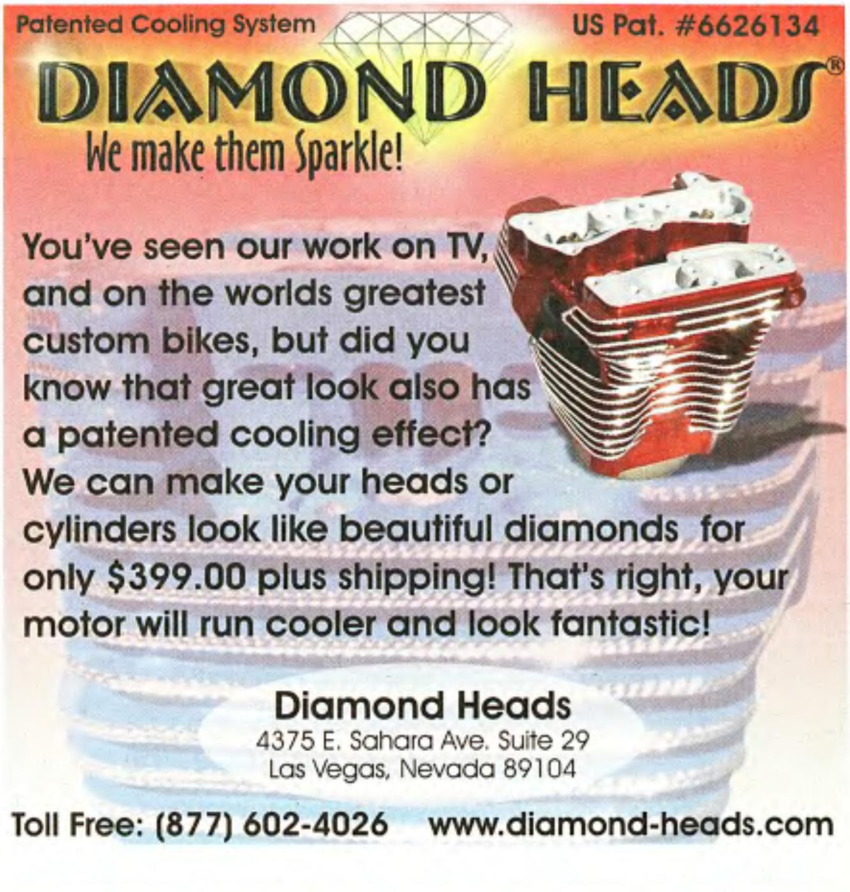
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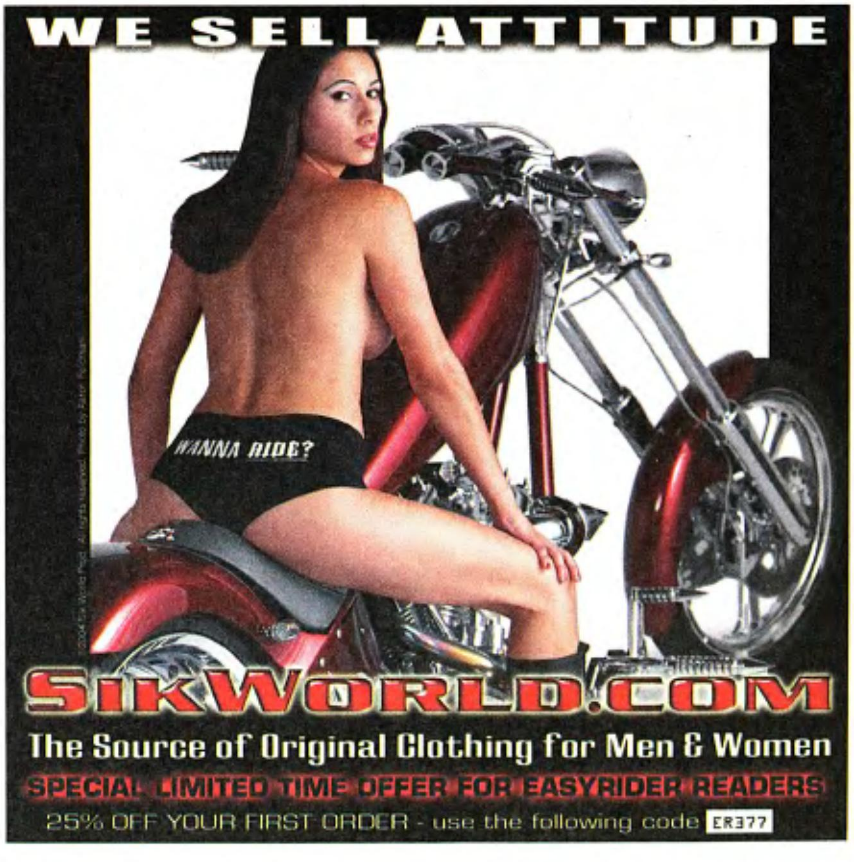
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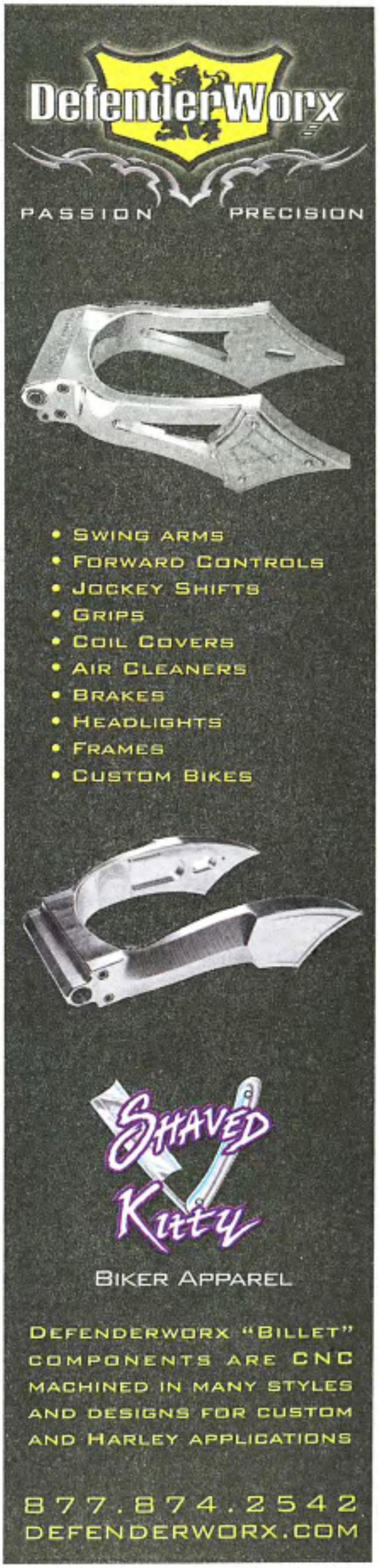

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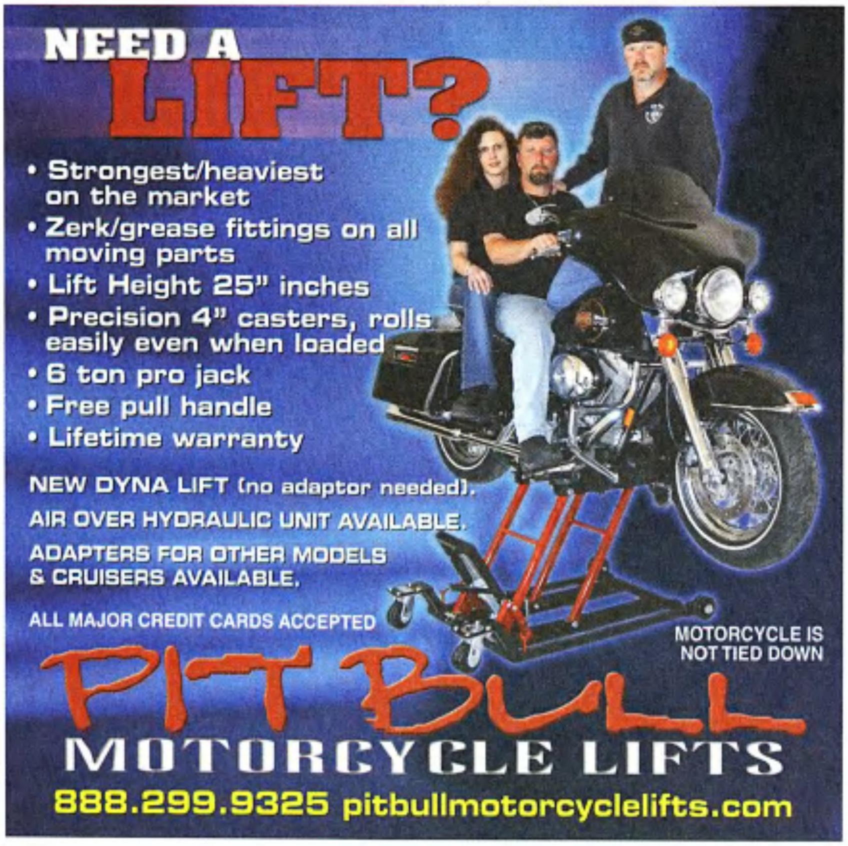
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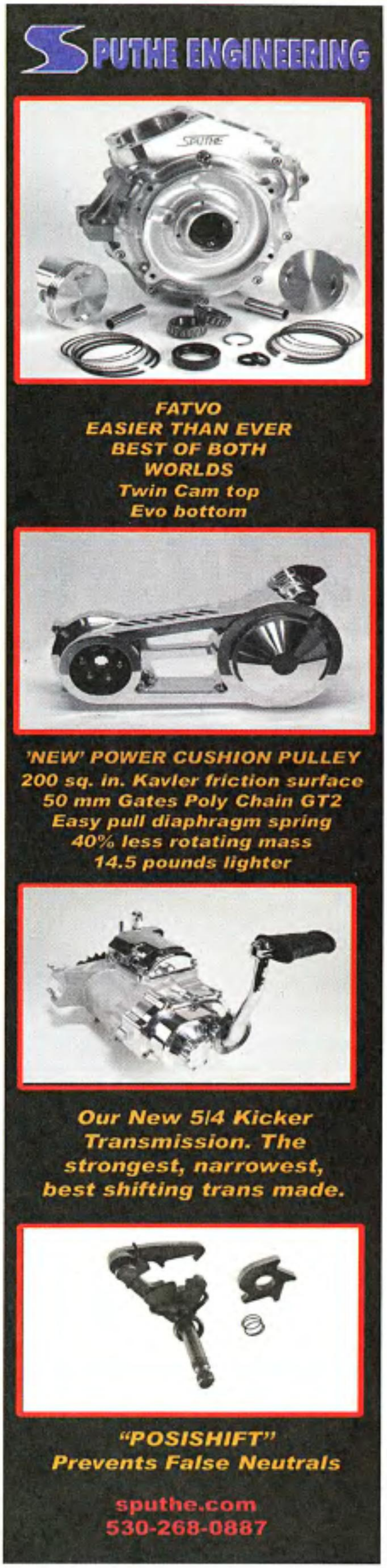
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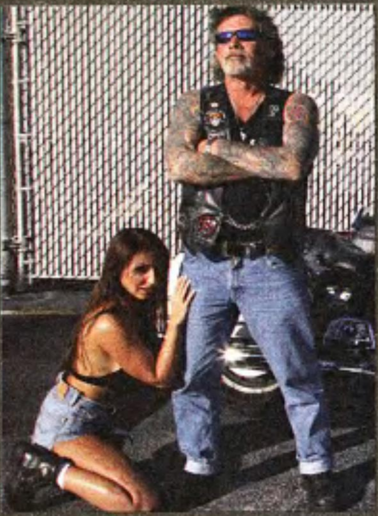

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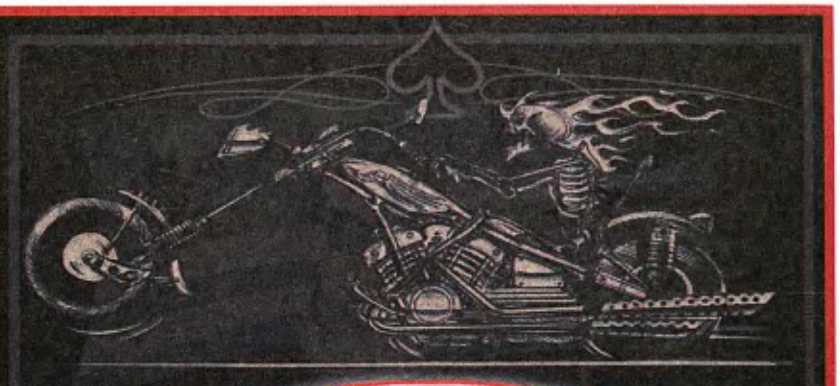

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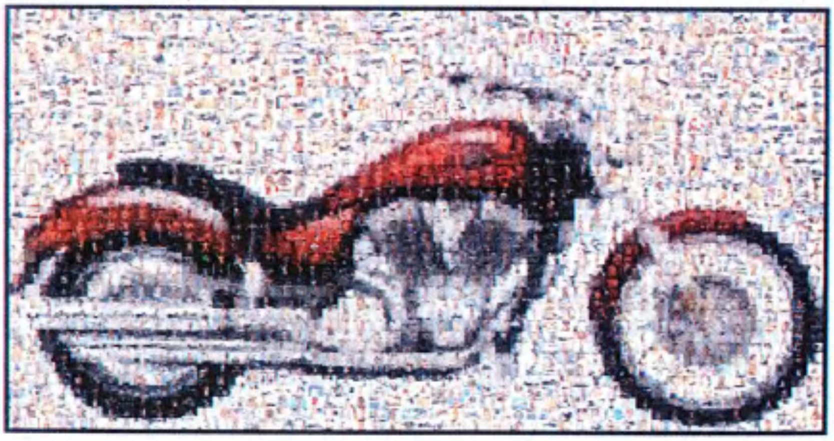

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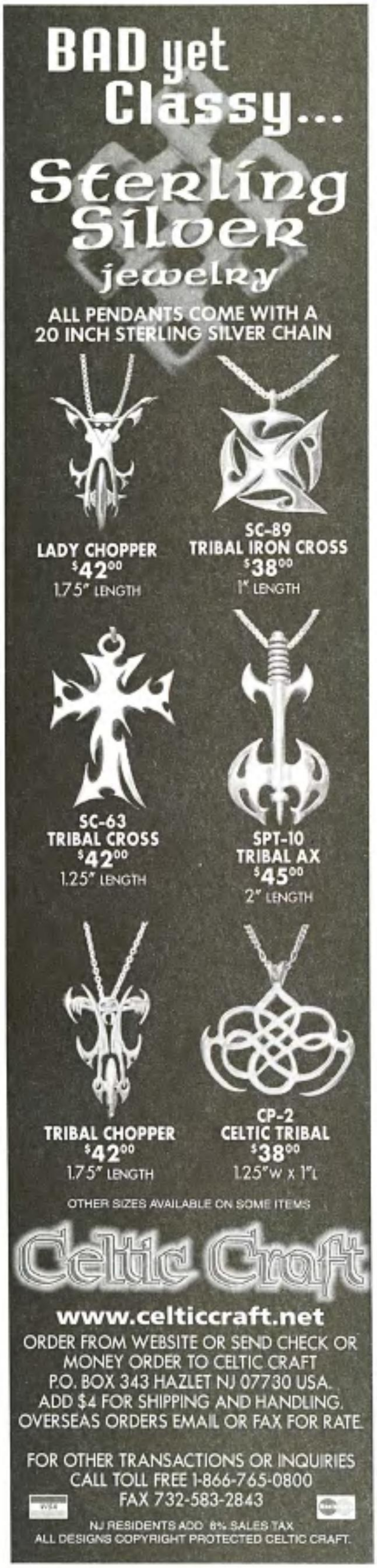
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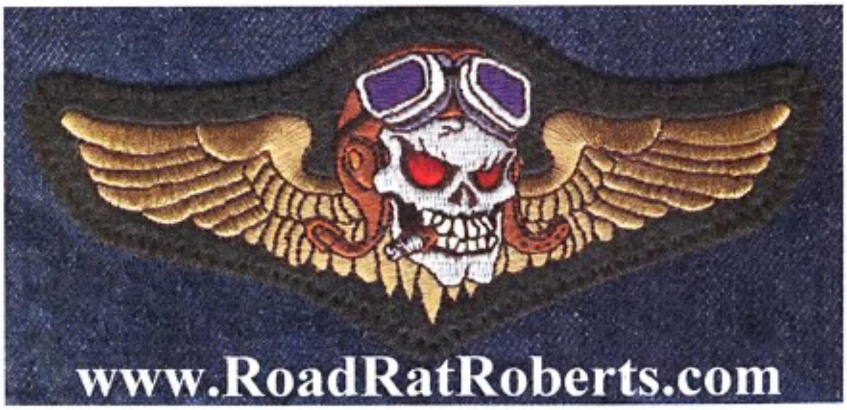
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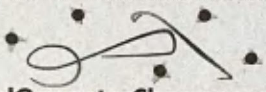

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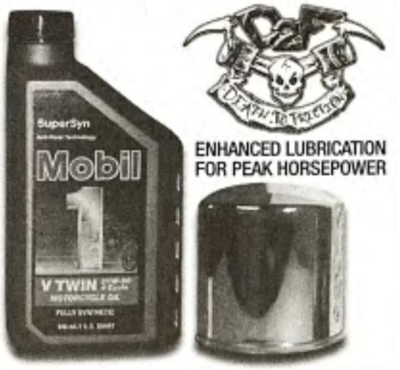

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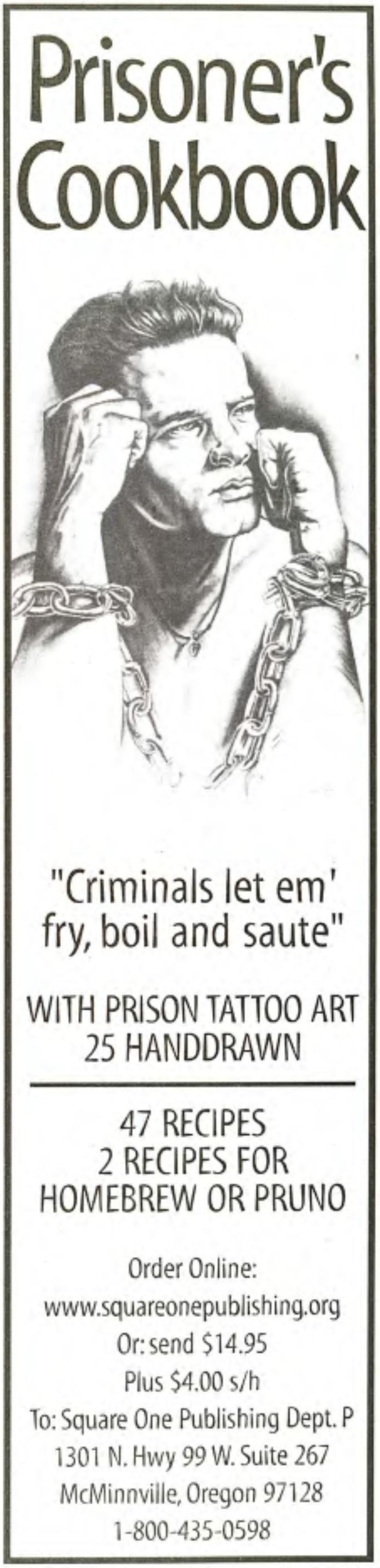
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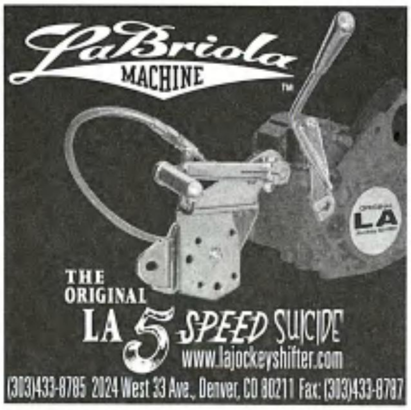

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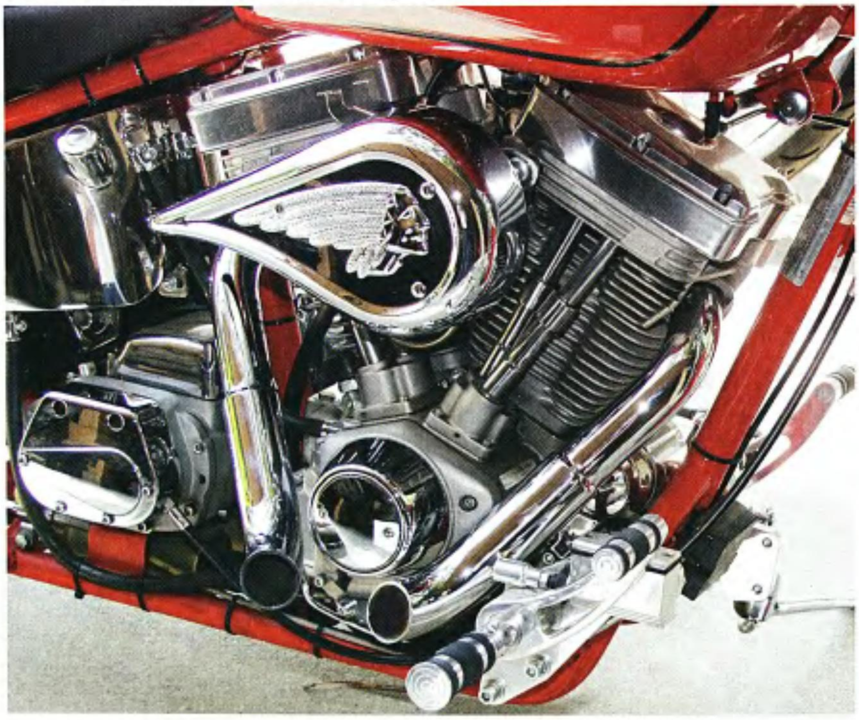
Installing the pipes was a 20-minute gig. We re-used the mounting flanges and snap-rings off of the Indian's stock pipes. There was one other item that we needed, thin exhaust port gaskets. We used a set of James Gaskets, P. N. JGI-17048-98, retail price, $10.25. The pipes fit perfectly without any drama. Once we had them on we cleaned off fingerprints with Windex before firing up the bike.

That out of the way, it was time to light 'em up, and are they loud. We stood 20 feet behind the bike and took a reading with our Radio Shack sound level meter. At 2,000 rpm they had a reading of 108 db; a jet plane puts out 110 db! Standing on the right side of the bike was even louder, but they sure are cool.

—John Sullivan

The mounting bracket fits like it was designed too (above). This is how they look (below).



This is what you will need: the thinner James gasket is shown below.

This is what you get; the pipes are well made.

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ReadersRides

John (Moe) Watts
Forest Hill, Maryland
1981 FLH

Photos: Owner

Pardon my clutch, Moe, but this bike of yours must be the result of a bit more than just three little beers, right? What's the big idea, putting the Three Stooges on your tanks? Were you just fuelin' around? This not only makes you look like you're plane nuts, but also leaves you wide open to all kinds of silly Three Stooges references. Yes, we have no bonanza here and maybe some folks will smile at you on your bike and think you're nutty but nice. Or after viewing you in this rag, they'll think that, finally, a loco boy makes good. Personally, I think this is going from nurse to worse and you must have been higher than a kite when you came up with this scheme.

Moe, by the way, admits to being a Stooges fan for as long as he can remember. "When I first told people what I wanted to do, they told me it was stupid and would look corny," he explains. "Not listening to anyone's opinion, I took the tanks to a local painter (Pro Paint) and got my paint job. When I put them on my bike, I achieved what I wanted to do and gave my bike a personality of its own. The one thing I love about my bike is that it brings a smile to whoever sees it."

Fortunately for Moe, we're just a bunch of idiots deluxe here and will put pretty much anything in this rag. But as they say, cactus makes perfect and in the end it's all just tassels in the air, anyway, which translates, for Moe at least, into something like oil's well that ends well. Personally, I have no census, no feeling about this, and all I can say is, mutts to you, Moe.

So long, Mr. Chumps. Soitenly, it seems, the yoke's on me! *—Tripper*

Anyone able to identify all 18 Three Stooges film titles contained in this silly bit deserves a pat on the back and our sympathy.

Lucas Voss
LeClaire, Iowa
2000 1200 Sportster Custom

Photos: Owner

Lucas was serious when he sent us these photos of what he calls his "hot rod" Sporty, which, if you just sort of glance at it with your bad eye, looks like it might have some potential. But how serious was he? Serious enough to send us, along with these photos, a tech chart and...drum roll please...a couple of dyno test sheets!

They do look impressive, sort of like what you might see on the walls of some major corporation outlining its growth...and are easy to read. There are a couple of squiggly lines looking sort of like a mountain range. One line indicates the amount of horses pushing his bike, the other the torque at his fingertips. If they were altitude readings, you'd be getting lightheaded just about now.

"I always read your magazine and the women too," Lucas tells us, adding, "like any man I love to show off my toys...."

Personally, I have found women very hard to read and have given up on ever being able to understand them, which is why I wish Lucas much success and want to thank him for including said dyno sheets and his list of modifications. They're so much easier to read.

Like under "engine" it says 2000 1200cc Sporty, 10.55:1 compression. Buell high compression pistons, Buell Thunderstorm heads, Redshift 567V2 cams, 1.90 intake valve and stock exhaust, and a Screamin' Eagle 7500 ignition.... Very easy to read, right?

The bike, Lucas says, was modified and beefed up by the folks at Zylstra Harley-Davidson in Ames, Iowa. All in all it took him and them about two years. Jeremy Imming in nearby Davenport laid on the flame job. There's a set of White Bros. Pipes, a 42mm Mikuni carb, pegs and grips from Küryakyn, and a taillight from High Desert Plains.

See, the chart, the list, all that was easy to read and understand, right? Reading women, on the other hand, that's like trying to understand Swahili. *—Tripper*

ReadersRides

Scott Salois
Raymond, New Hampshire
1980 Super Glide Custom

Photos: Owner

Scott bought this Super Glide in '99 for $650, he says, with only 11,153 miles on it. Do your math correctly, and you'll figure out how few miles the bike got to roam on an annual basis. "The bike was nice, stock (AMF), original red paint, a very clean shovelhead," he elaborates. "But I had plans...."

Over the course of the following two years, Scott stripped the bike and started cleaning and replacing parts, and "with the help of CCI and J&P Cycles catalogs and some tech tips from *Easyriders* magazine. "I started on the custom style bike that I had been dreaming about since childhood," he says.

Therefore, already as a child, Scott presumably dreamt about the 6-gallon fat bob tanks, the Wide Glide conversion kit with the Super Glide fender for the look. He also imagined the solid rear and spoked front wheels with the Avon Super Venom tires, the steel-braided brake lines, the handlebar controls from a 1999 Fat Boy, the chrome mirrors, and the wide glide dash to match the tanks. "I replaced the stock exhaust with Milwaukee Twins 2-inch drag pipes, moved the foot controls forward, and made a much longer shifter rod from stainless steel rod from the hardware store for five bucks," he says. "The Harley dealership wanted 109 bucks for a chrome one."

OK. And the result of all this? "I've put on an additional 12,072 miles in only two years," he says, "more than it saw in its first 20 years. There have been no major problems. The engine and drive are still stock and never been apart."

Scott would like to thank his director and the academy...I mean his friends Fred Keaton for selling the bike so cheaply and George Martel, "my paint and body man. My girlfriend Barbara, who's been very patient with me...."

And so on, and so forth. —*Tripper*

Jerry Suchanek
Jefferson, Wisconsin
2000 Custom Chopper

Photos: Owner

Jerry's virginally white chopper started, he tells us, "as a dream some 20 years ago, when I had a '48 panhead rigid-frame chopper that looked great but rode like a truck."

While he appreciates the rigid look, Jerry thought he needed something a bit softer than that under his rear end, so when Harley came out with its Softail line of frames, he knew he could finally make his dream come true. "I knew it was just a matter of coming up with an engine to get me going on a state-of-the-art-ride," he says, adding that the entire machine was put together in his domestic den "as a winter project."

Oh, maybe that's where the white comes in.

As we know, winters in Wisconsin are nothing if not long and cold, so Jerry had ample opportunity to amplify his project. He did so by installing a 96-inch S&S Super Sidewinder with a Super G carb and a Screamin' Eagle ignition. While the tranny is stock H-D, the frame itself is custom, from Sugar Bear, and with a 40-degree rake and a 4 1/2-inch stretch. "It was powdercoated white at a place that does truck wheels," Jerry proudly informs us.

The front end's also from Sugar Bear and boasts 22 inches extra in length over stock. Brake calipers are PMI, rotors are Braking, upper controls JayBrake, and lowers from Accutronix. Add to that some RevTech (front) and Amercian wheels, a Corbin seat, Sportster speedo, and electronics created from stock H-D circuit components placed into stainless steel fabricated enclosures, and you have yourself a tastefully built, old-school-looking chopper with some decidedly new-school ingredients.

Sounding like an advertisement for a used custom bike seller, Jerry says, "The scoot now has about 6,000 miles on it and performs well. The S&S engine provides enough thrust to command respect while the suspense rides supersmooth, handles well in corners and on bumps."

Makes ya wanna reach for your wallet. —*Tripper*

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THE J&P BUILD-A-BIKE BECOMES A LIVING, BREATHING REALITY
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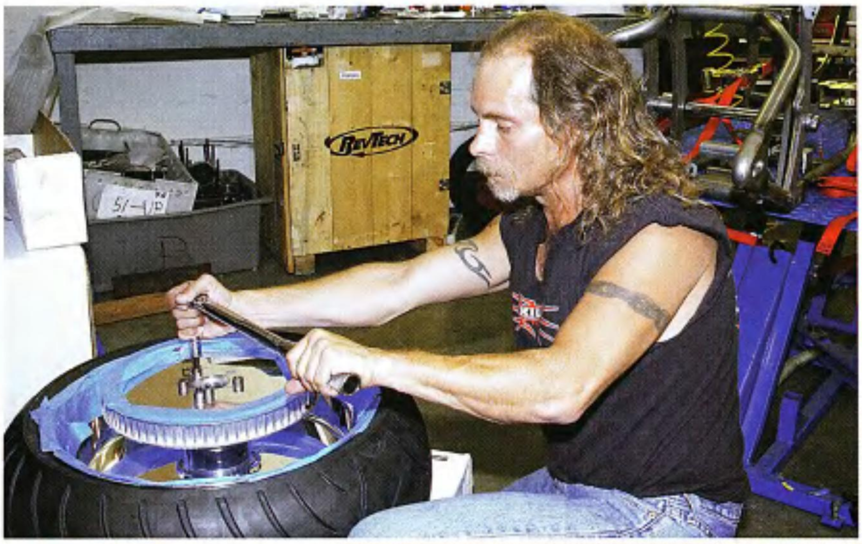

We recently received a press release from the Discovery Channel announcing a new reality-based TV show that will center on people who don't know that *Easyriders* was in the midst of giving a bike away. These people apparently don't know that the prize will be a Custom Chrome HR3 bike donated by J&P Cycles.

The show will hone in on fine points such as how CCI's HR3 Goliath bike kit not only came from J&P Cycles (currently enjoying their 25th year in business), that

the bike was assembled by the studious hands of Ford Stell, the HR3 project manager, and that one lucky reader who took the time to enter the sweepstakes will actually win the bike. If you didn't enter then look for yourself on the new TV show as one of many not riding away on the new bike. Shame on you.

Now of course there really is NOT a TV show about all this, because it seems unlikely that anyone is unaware of our Build-A-Bike Giveaway. Such a show would be completely baseless because as loyal *Easyriders* readers, you have all sent in your entries to this fine contest and you are already bragging to your friends that you will be picked as the winner. Come on, you've done it at least once, haven't you?

And if you did, then you're a smart soul, because just look at the prize! Why, what better outcome could you possibly want? After all, someone has to enter the contest, someone has to win the CCI Goliath bike as donated by J&P Cycles, right? Hell yes!

And as you have read the first two riveting tales of this bike's metamorphosis from a pile o' parts to a gleaming metallic creation, you can't help but picture yourself in the saddle. It seemed as though you were right there with Ford Stell, hearing his grunts and groans as the bike went together, dodging your every question until he threw you out of his shop. The smell of oil and grease is probably still fresh in your nostrils. And take that rag out of your back pocket.

While it's good to dream, fun to brag and thrilling to win a motorcycle, you certainly cannot win without entering. Ya just can't. It takes that impulse to enter, that will to win, that drive to be the envy of your friends and neighbors when you hoist up your garage door and show the world that you won the J&P Cycles Build-a-Bike, the mighty CCI Goliath. Yes, without that impulse, you might as well hope that the local beer distributor crashes a truck out in front of your house, so to avoid being disappointed twice, do take the time to enter. See the J&P Cycles ad in this issue. The bike that Ford built…could be YOURS!

—Wordman

Photos: Custom Chrome

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GOLIATH Softail

Only if you enter the

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J&P CYCLES 1979 25 YEARS 2004

Keeping The World on 2 Wheels

5th Annual Christmas Sweeptstakes

CCI's kit bike manager, Ford Stell, is personally building this very special Goliath. And it could ultimately be yours. It'll have a RevTech 110 inch motor with a 6-speed overdrive tranny, 21/2" diameter Santee pipes, RevTech billet brakes, 6-gallon Fat Bob gas tank, complete chain-driven primary system, and many more custom goodies.

That's right this gorgeous GOLIATH softail, personally assembled by CCI kit manager Ford Stell, can be yours for the price of a postage stamp.

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Use the attached Official Entry Form or write your name, address, phone number, and "EASYRIDERS/ J&P Cycles SWEEPSTAKES ENTRY" on a 3x5 index card and mail it in an envelope to: Easyriders/J&P Cycles 5th Annual Sweepstakes, P.O. Box 50044, Boulder, CO 80322-0044. Limit: one 3x5 card per envelope. If you wish to subscribe, list the titles you wish to receive on the card, and enclose payment or request billing. Entry form must be legible and completed in full to be valid. All entries must be received by December 1, 2004. Easyriders/Paisano Publications, LLC., assume no responsibility for lost, misdirected or late mail.

Prize is not transferable and not redeemable for cash, and may not be exactly as shown above. No substitution of prize is permitted. One Grand Prize with approximate retail value of $25,000.00

Winner will be selected by random drawing from all entries received, and validated by Wood Business Solutions whose decisions will be final. Prize winner will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. In the event that the prize is not claimed, which can happen, a random drawing will be held from among all entries received to award unclaimed prize. **THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT IMPROVED BY SUBSCRIPTION PURCHASE.**

The Sweepstakes is open to all residents of the U.S. aged 18 or over, except employees of Easyriders/J&P Cycles and their families, it's affiliated companies, and advertising and promotion agencies. This sweepstakes is void outside the U.S. (except APO/FPO addresses), and wherever prohibited or restricted by law.

ALL FEDERAL, STATE, LOCAL TAXES, IF ANY, AND SHIPPING, STORAGE, TRANSPORTATION, REGISTRATION, AND ANY OTHER FEES ASSOCIATED WITH THE MOTORCYCLE PRIZE ARE THE RESPONSIBILITY OF THE WINNER.

Winner may be required to execute an affidavit of eligibility, release, and indemnification. All entries received become the property of Easyriders /J&P Cycles and none will be returned. Winner grants Easyriders /J&P Cycles and its agencies the right to use their names and likenesses for advertising and promotional purposes.

For the name of the prize winner, send a separate stamped, self-addressed business envelope to: 5th Annual Christmas Gift Sweepstakes Winner, Paisano Publications, LLC., 28210 Dorothy Drive, Agoura Hills, CA 91301.

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EASYRIDERS DRIVETRAIN GUIDE

The first Harleys were really not much more than motorized bicycles. It wasn't until 1912, when they were equipped with a clutch and 2-speed freewheeling rear hub, that they became truly roadworthy motorcycles. Along with the clutch the factory installed a driving chain between the output shaft of the motor and the clutch. This became known as the primary chain, a term that we still use. In 1914 a multigear transmissions that included a step starter were fitted to the bikes, giving them the basic layout that is still in use today.

Over the next 90 years the transmissions had more and better quality gears added and the clutches were adapted to handle the higher demands of the power plant and rider. Even though riders always thought their current bike had the ultimate transmission and clutch combination, each decade saw improvements that redefined how we thought about our own bike's drivetrain.

We now live in a time when the motorcycle drivetrain is going through an age of enlightenment. The factory has given us total contact gears while the aftermarket is running wild with overdrive and direct-drive 6-speeds. The custom wide-tire trend has led to the right-side-drive 5- and 6-speed transmissions. Builders of old-school bikes have 5-speed kicker transmissions available in either late model cases or the older 4-speed case. Compared to what was on the market just 10 years ago, we are living in a golden age.

The primary drive sector has also kept up with the changes. We can have our choice of chain or belt drives in open or closed configurations. The clutch aspect has stayed equal to the task at hand. There are clutch discs that incorporate Kevlar components. Some clutches now feature adjustable tension in their pressure plates.

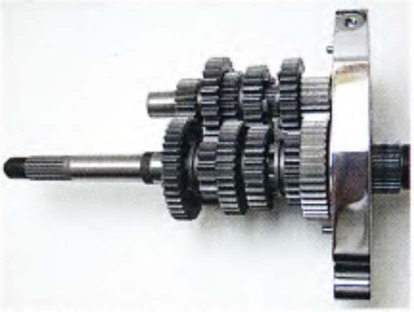
So, no matter if you are building a ground-up custom, a high-powered bike for the stoplight stampede or modifying your daily ride, there's a driveline product out there with your name on it.

—John Sullivan

Stock Harley 5-speed gears are what's inside your transmission if you ride a 1990 or later big twin this. Now don't get this article wrong, these are good gears, they are in over a million bikes. If you keep them bathed in oil, they will last a 100,000 miles.

If, when you are rolling down the highway, you feel the need for an extra gear then the factory's got you covered. **A Screamin' Eagle 6-speed overdrive gear-set** is available for most late model big twins. This transmission reduces the motor's rpm by 14% at 70 mph. The gears are machined from high-tinsel steel and heat-treated, for added reliability. The gear-set comes completely assembled on a billet trapdoor and includes the shifting drum, forks, hardware, bearings and gaskets. Harley also offers the 6-speed as a completely assembled transmission. For more information, see your local Harley dealer or visit www.harley-davidson.com.

The new Baker Drivetrain direct-drive 6-speed transmission locks the transmission's input shaft to its output gear when it is engaged in 6th gear. Unlike an overdrive design, this eliminates the transmission's counter-shaft from the power flow. Bypassing the counter-shaft and its bearings cuts down on internal friction in the transmission. For a further friction reduction and to better handle high-powered motors, Baker uses helical cut gears. As the direct-drive transmission lowers all of the gear ratios in 1st through 5th gears, Baker raises the overall gear ratio of the motorcycle by raising the gearing in the primary drive; this is done by changing the motor's output sprocket from 24 teeth to 28 teeth. A Softail with the direct drive 6-speed has a 0.86 lower final-drive ratio, which moves the motor's rpm down 14%. At 70 mph the motor is taching just over 2,700 rpm. The baker direct-drive 6-speed is available as a gear-set kit or a complete transmission. For more information, call 517-339-3835 or visit www.bakerdrivetrain.com.



We pulled the gear-set out of Baker Drivetrain's 6-speed right-side-drive transmission to compare it to that of a regular 6-speed transmission. If you compare these gears to the 6-speed gear-set at left, you will notice that it is backwards. One of the big advantages to a right-side-drive transmission is that the torque from the motor and the resistance from the rear drive belt are at opposite ends of the transmission case. This balances the load evenly in the chassis. Baker supplies their 5- and 6-speed right-side-drive transmissions fully assembled, in either natural aluminum or polished finish. For more info, call 517-339-3835 or visit www.bakerdrivetrain.com.

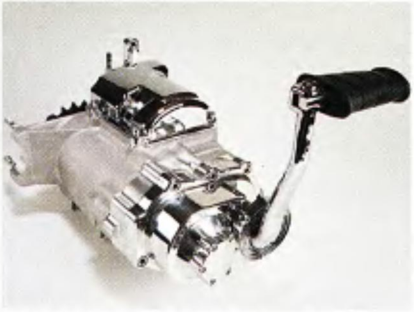
If you want to build a fat-tire custom bike, then a right-side-drive tranny is what you need. **The Roadmax 5-speed RSD transmission, from Revenge Cycle,** (shown next page) fits a standard hidden-shock

frame. The use of a a right-side-drive transmission allows the motor and transmission to be centered in the chassis for better balance and handling. The pulley cover features a built-in hydraulic clutch slave cylinder. The transmissions are available in natural aluminum, black wrinkle or fully polished finish. For more information call 877-473-8364, or visit www.revengecycle.com.

For an old-school chopper, nothing looks better than a kicker. **This RevTech 5-speed transmission, from Custom Chrome** features a complete functioning kickstart assembly. It also has provisions for an electric starter. The transmission mounts in any standard hidden-shock frame and uses a late model (1991-up) clutch cable. It comes with a close ratio (2.94:1) 1st gear. It is available in black wrinkle or polished. For more information, see your local Custom Chrome dealer, call 800-729-3332 or visit www.customchrome.com.

The 5-speed Milwaukee Twins transmission from J&P Cycles fits 1990-99 Softails. Available in natural, black or polished finish, it has a stock-style FXST case with fully assembled internals. Top and clutch covers (late-style) are chrome plated. For smooth starts, the 3.24:1 1st gear ratio is the same as stock. Fits most stock and aftermarket hidden-shock frames. Check out the full line of Milwaukee Twins transmissions at www.jpcycles.com or call 1-800-397-4844 for more information or to receive J&P Cycles catalog.

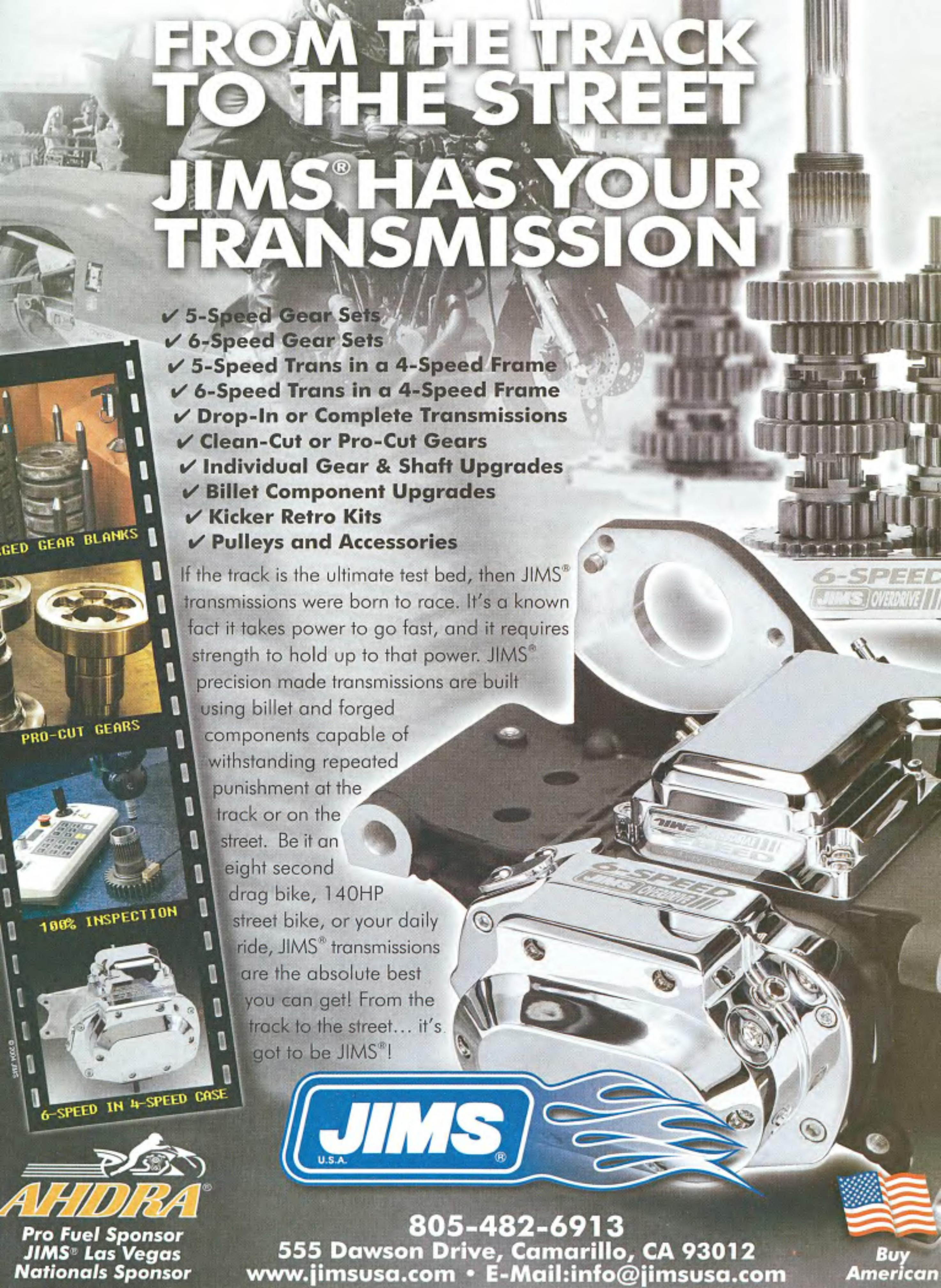
Prowler 6-speed transmissions are a testament to pure quality. Utilizing 8720 chrome-moly forged shafts and gears, every transmission is pre-run and flushed. These gears are ground, crowned and shaped for close ratios. Roller shifter drum for smooth shifting. Available in standard left- and right-side-drive applications, polished or black cases with chrome side and top covers. By American Engineering Company for more information, call 800-252-3552 or e-mail gotaec@yahoo.com



Sputhe has a cool new kickstart transmission; it is specifically designed to be used with large-displacement, high-torque engines. Assembled in a 7075-T6 billet aluminum trapdoor with concealed bolts, the transmission features a 1-piece mainshaft, forged and hardened gears, narrow undercut shift dogs, forged chrome-moly shift forks, positive oil feed to starter bushing and a Sputhe PosiShift shifter system that's designed to prevents missed shifts. The transmission can be ordered with wide- or close-ratio gear clusters, an electronic speedometer pickup, belt final drive and a 7075-T6 billet kicker cover with hydraulic clutch actuator. For more information call 530-268-0887 or visit www.sputhe.com.

Dennis Kirk stocks TP Engineering Pro-Series 5-speed transmissions. Each Pro-Series transmission is assembled with high-quality American-made components. Featuring polished A356 T-6 aircraft-grade aluminum cases with extra material in high-stress areas. The chrome-plated trap door is made from 6061 T-6 aluminum with high-speed, steel-caged bearings and clips. The close ratio (2.94:1) gear-set closes the gap between 1st and 2nd gears. The unique transmission end cover has a center fill with fluid level sight glass. The transmissions allow the use of the OEM electronic speedometer pickup. For more information call 800-328-9280, or visit www.denniskirk.com.

JIMS' 6-speed gear-set kit for big twins from Drag Specialties is designed to turn any stock 1991 and later Softail transmission into a highway hauler. These 6-speed gear-sets come with JIMS' exclusive Pro-Cut gears. The gears are fully assembled on a billet trap door and the kit includes all gaskets and shift parts, ready to install in your transmission case. The gear-set uses a 2.94:1 1st gear and stock 2nd through 5th gears and 0.86:1 6th gear. The kit will fit earlier years if used with a '91 or later starter motor, clutch and inner and outer primary drive systems. For more information see your local Drag Specialties dealer or visit www.dragspecialties.com.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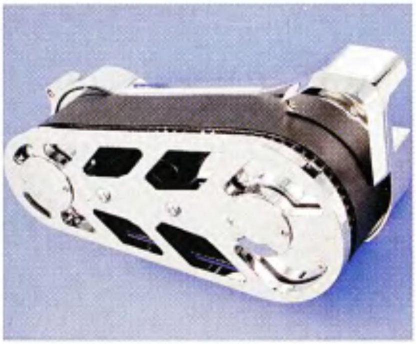
The Zip-Rack Transmissions from Zipper's Performance Products is a fully assembled shaft and gear set that has been treated with Zipper's famous back-cut service, installed on a racing quality, billet Bisagno Brothers trap door. Only top quality components are used, with each part thoroughly inspected and massaged for effortless shifting. They start with a full set of new Andrews gears and shafts. The engagement dogs are carefully machined to the proper rake and depth for positive engagement (your choice of street or full-race back-cut), eliminating missed shifts at high rpm. The gears and shafts are assembled with new thrust washers and bearings, and equipped with double-row ball bearings that virtually eliminate the shafts' ability to flex and walk around. The Zip-Rack transmission is supplied ready to install, with a new main drive gear. All you need to do is remove your old trans rack and slide it right in your case. For more information see your local dealer, call 410-579-2828, or visit them online at www.zippersperformance.com

From Bandit Machine Works, the Bandit Sportsman Superclutch installs into the stock clutch shell and features more surface area than any other clutch made for Harleys. It uses nine oversized Kevlar frictions and six fully adjustable coil springs to hold the power of big-bore motors and allow the lightest release pressure available. Models of the Sportsman Superclutch are available to fit 1990-'97 and 1998-2003 big twins, including the new Twin Cam models. For more information, contact Bandit Machine Works, 222 Millwood Rd. Lancaster, PA 17602, or call 717-464-2800, or visit www.banditmachineworks.com.

The Scorpion clutch system is by Barnett. No matter if you're running a big-inch, pro-street bike or a fully dressed bagger, Barnett's new Scorpion billet clutch offers substantial benefits to performance. Featuring over twice the stock friction surface and six heavy-duty coil springs replacing the single diaphragm pressure plate spring, the Scorpion clutch provides a positive engagement and eliminates the problem of locating neutral. Each kit comes with two sets of springs that allow for three pressure plate settings and fine-tuning the clutch for specific applications. Spring pressure adjustments for street or strip are easily made through the derby cover. Designed for use with the OEM clutch basket. For more info call 805-642-9435 or visit www.barnettclutches.com.



The Top Fuel Street belt drive from BDL features a massive 3 3/8-inch belt conversion. This monster is a complete bolt-on package that is designed to be a direct replacement for the chain assembly on all Softail, Dyna and Twin Cam models after 1990. Featuring the same 14mm x 85mm belt used by top fuel racers, the unit provides unequaled strength, durability and reliability. The company's 6 3/8-inch Kevlar clutch features a system-specific pressure plate and nine springs for maximum adjustability. Incorporating nine friction plates, 11 steel plates and a bullet-proof, 7075 anodized billet aluminum hub, the Top Fuel Street Drive is capable of handling any size engine on the market. It's offered in two specific kits; TF-1000 comes with an integrated side guard while the TF-2000 ships with a reversible outboard bearing support. For more information see your local BDL dealer or visit them online at www.beltdrives.com

Looking for a primary drive for that ground-up custom? **Pro-One has taken the guess work out of choosing compatible components** that look as good as they perform, with their all inclusive billet primary drive kit. You'll get everything you need from the triple chrome plated billet CNC machined inner and outer primary covers to the clutch basket, compensating sprocket, clutch spring, chain, tensioner, seals, gaskets and Barnett clutch kit. The optional "Smoothie" style outer primary cover eliminates the need for separate derby and inspection covers. For more information contact your nearest Pro-One dealer or call 800-884-4173, or visit www.pro-one.com.

The mid-control primary from Billet 4-U is perfect for any bike, whether you are doing a complete custom build or just doing a swap out; classic lines and show-quality chrome plating come standard. Billet 4-U machines every billet piece in-house. For more info call Billet 4-U at 303-666-1297.

Custom billet 3-inch open primary from Covington Cycle City is available in three styles. Each part is made from show-polished 6061-T6 aluminum. Designed to expose the Scorpion clutch for a more aggressive appearance. For more information call 580-256-2939 or visit them online at www.covingtonscyclecity.com.

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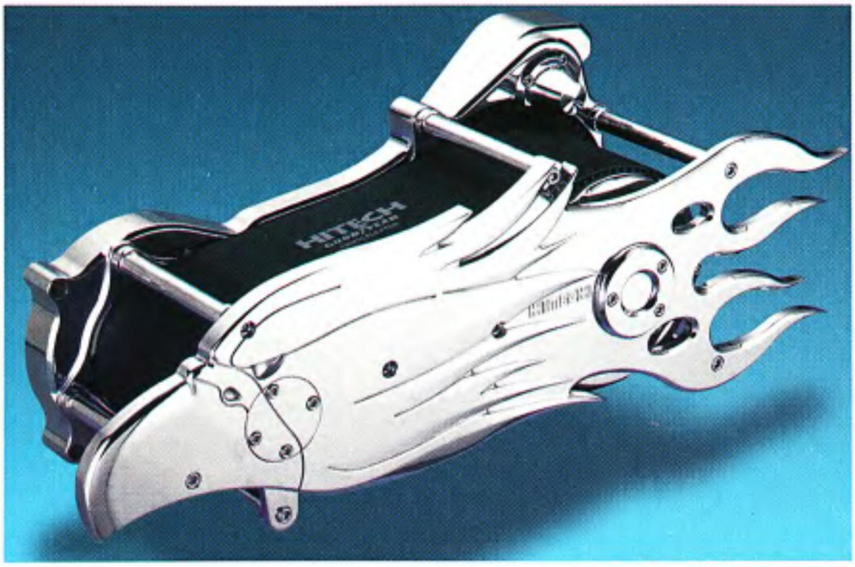


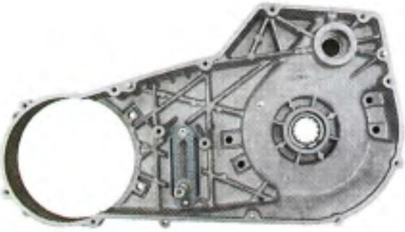
The Eagle 3-D-design belt drive, from Hitech Products features an out-board support to handle the most powerful big-inch motors available. The kit is available with 4-, 5- or 6-inch-wide belts. There are 15 different styles. All kits are fitted with Barnett Scorpion clutches. For more information call 818-887-0136 or visit www.hitechledproducts.com.

The Contour belt drive primary, inspired by legendary master builder Li'l John Buttera, (below) is refined and manufactured by Performance Machine. There are several key features that make it one of the highest-quality belt drive primaries out there. It's 12 pounds lighter than stock and can help return the weight balance to wide-wheel bikes that are forced to push the primary drive further off of center. Being 2 full inches narrower then the OEM unit also helps with the wide bikes and will not interfere with access to forward controls. Inside the primary, a compensator motor sprocket reduces impact on the system and allows the use of a narrow belt. A race-style clutch spring activates Barnett clutch plates for a smooth operation and long life. All of this is surrounded by a machined aluminum housing in polished, chrome or black anodized finish. The Contour open primary includes everything needed to replace an existing system. It will work with 1991 to 2004 H-Ds and customs. For more information contact your local PM dealer, call 714-523-3000, or visit www.performancemachine.com.

Primo's new Brute Force Belt Drive System, from Rivera Engineering, combines exotic good looks with major muscle power. Its full 3 1/2-inch-wide, 14mm belt will take all the power you can throw at it. Outer bearing supports on both the front and rear pulleys keep the shafts spinning true and reduce vibration. The genuine carbon fiber top guard keeps the drive system almost fully enclosed for safety, yet is easily removed for inspection. The front and rear pulleys are machined from aluminum forgings, while the motorplates and outer bearing support are milled from billet aluminum. For more information, see your local Rivera dealer, or call Rivera Engineering at 562-907-2600, or visit www.iveraengineering.com.

Cool without question, RMD Billet considers a motorcycle to be an expression of design, desire and speed. That is why **the new RMD Billet 3-inch open belt drive,** is CNC-machined in-house to ensure a high quality product. Available in polish or chrome, this 6061 billet aluminum system works with '93 and later Softails, Dynas, and all twin cam applications. The billet inner primary is fully radiused with a unique geometry resulting in long-lasting functionality. Everything comes to you package-ready for installation, including billet pulley covers, the center plate, inner primary spacer and a full pulley/clutch assembly. Standard regulators and oil mounts can be incorporated into the primary. For more info contact RMD Billet at 507-348-8877, or see www.rmdbillet.com.

The NessTech Radius billet primary covers embody all of the custom styling that Arlen and Cory Ness are noted for. Machined from 6061 aluminum, they are available for Softail, Dyna, FXR and FL series bikes. The covers feature the same lines used in their other Radius products. For more information, see your local Arlen Ness dealer, call 925-479-6350, or visit them online at www.arlenness.com.



The new Ultima Inner Primary is distributed exclusively by Midwest Motorcycle Supply. These inner primaries have been designed to replace OEM Softail components used from 1989 through 1999. All primary's are designed and CNC machined for accuracy and fit. Complete units come with chain adjuster assembly, starter bushing and seal and mainshaft bearing and seal installed. Available in wrinkle black, polished and chrome plated. For more information on Ultima Products, contact Midwest Motorcycle Supply at 636-296-2200, or visit www.ultimaproducts.com.

Drag Specialties 21-tooth compensating sprocket/chain kits include a steel compensating sprocket and a shot-peened, heavy-duty chain. This sprocket/chain kit will increase acceleration by allowing the engine to rev higher at any given speed. New combination results in a 1.7:1 ratio versus the stock 1.44:1 ratio. For more information see your local Drag Specialties dealer, or visit www.dragspecialties.com.

Vintage Indian owners now can have a modern transmission to cruise down the highway at speed. This transmission features silky smooth synchromesh shifting and 4 speeds with 4th being an overdrive. This transmission complements the new Kiwi Indian flathead engine. For more information call Kiwi Indian MotoCycles at 909-788-0048 www.KiwiIndian.com.

Rarely have I been on a Harley that's been this much fun to ride…to the point where I'm hoping the fleet center will forget we even have the bike, and so will the folks at the magazine. Slim chance, though, especially now, with this article.

Anyway, seeing how I'm living in SoCal and therefore constantly threatened by an onslaught of SUVs, cell phone-using soccer moms, and never-ending rush-hour traffic, splitting lanes is not an option for me, but a prerequisite to riding a bike. And that's where the Night Train comes in particularly handy.

With its drag bars widening out to a miniscule 28 inches from grip end to grip end, the Night Train makes white-lining a breeze. Gone are the days of hitting mirrors with my apes and scraping doors with the extended forward controls of my chopper—at least temporarily. The Night Train slithers through the narrowest of moving spaces, and with its quick-reacting fuel-injected (ESPFI) Twin Cam 88B motor cranking up 85 foot-pounds of torque at 3,500 rpm, getting out of a potential jam takes nothing more than a slight flick of the right wrist.

Ironically, Harley's ad copy says something about "stretch your boots to the forward controls." Granted, it's not necessarily a bike you'd want to take on long trips, because unless you're of average stature (for males: 5 foot 9 or so) or smaller, its somewhat "crunched" dimensions will make you yearn for a Swedish massage and before you've even drained half of the 3.5-gallon tank (5-gallon on the carbureted versions). But you probably wouldn't buy this model for long-distance rides, anyway.

At 630 pounds dry weight, it is only 76 pounds heavier than H-D's lightest bike, the 1200 Sportster, but a whole 158 pounds lighter than the Ultra Classic, Harley's heaviest monster. And with the lowest seat height available—only the Softail Springer and the Low Rider boast an equally low seating arrangement—at 25.2 inches above ground (based, of course, on the 180 pounds of the average rider…ha!), even the vertically challenged and the women among us have a good chance at not only mounting, but also controlling this beast.

Additional handling support comes

HARLEY'S NIGHT TRAIN

MORE FUN THAN A BARREL OF MONKEYS

HARLEY-DAVIDSON
SEQUENTIAL PORT INJECTION
SOFTAIL

from the front end, with a 32-degree rake and an optimal 5.0-inch trail; there's no speed that's a bad speed on the Night Train, as the bike handles equally well while profiling down the main drag at 25 mph or when you're in a high-speed pursuit at 2 a.m. with only the police helicopter's spotlight brightening your future.

Nocturnal stealth is also guaranteed with the black-on-black paint job, highlighted by the black powdercoated engine with wrinkle black and texture black covers, just in case you need that. The other color option would be what Harley happily refers to as "lava red sunglo," not an ideal shade for something called a Night Train, in my humble opinion.

Regardless of the paint, all models feature a 5-speed transmission and carbon fiber belt final drive and a multiplate clutch with diaphragm spring in oil bath. Shifting is smooth, yet with the old, familiar, and heavy clunk easily audible each time you change gears.

All in all, I'm proud to report that after literally thousands of miles splitting the lanes of SoCal, not one single SUV mirror has been cracked on my account.

—Red Baron

HARLEY DAVIDSON

Easyriders

Easyriders

General
Fabrication: ..Harley-Davidson
Year: 2004
Model: ......FXSTBI Night Train
Assembly: ....Harley-Davidson

Engine
Year: 2004
Builder: ....Harley-Davidson
Ignition: ....Harley-Davidson
Displacement: ....88 cubic inches
Bore and stroke: ..3.75 x 4.00 inches
Cam: ....Harley-Davidson
Intake: ....electronic sequential port fuel injection (ESPFI)
Pipes: ....staggered shorty duals
Compression ratio: 8.9:1

Transmission
Year: 2004
Gear ratio (overall): ....
1st: 10.110
2nd: 6.958
3rd: 4.953
4th: 3.862
5th: 3.150

Painting
Color: ....vivid black or lava red sunglo
Special paint: ....wrinkle-black covers

Frame
Type: ....Softail
Rake: ....32 degrees
Stretch: ....none

Accessories
Handlebars: ....drag
Instruments: ....electronic speedometer, odometer, resettable tripmeter, diagnostic readout
Indicator lamps: ..oil pressure, engine diagnostics
Oil tank: ....under seat
Oil system: ....3.5 quarts
Seat: ....Badlander
Mirrors: ....Harley-Davidson
Grips: ....Harley-Davidson

Front end
Type: ....Mid Glide
Builder: ....Harley-Davidson

Wheels

Front
Type: ....laced
Size: 21-inch
Tire: MH90-21 54H

Rear
Type: ....custom silver cast aluminum alloy
Size: 16-inch
Tire: 150/80B16 71H
Front..................MH90-21 54H
Rear................150/80B16 71H
Brakes: ..H-D full floating rotor

Photos: ....Ken Ross

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ComingAtYa

Easyriders (No. 378) December issue decks the halls with custom scooters by Billy Hardin, Rivera Eng., Bob Carillo, Chica's Customs, Choppers Inc., and the *Biker Build-Off* finale! Plus we'll road test a Desperado Pale Rider ST and unveil the finished J&P Cycles Build-A-Bike that you can win!

While in the holiday mode we'll offer up a "Guide to Toy Runs" as well as our annual "Holiday Gift Guide." Over in the tech shed we'll show you an old-school bike shop and showcase a glittering cavalcade of aftermarket wheels to dress up your bike.

PLUS on the newsstands, our 32-page outsert features Easyriders Roadware Fall and Winter riding clothes and goodies AND a Calendar/Poster. *On sale November 2nd*

The November issue of *V-Twin* (No. 43) is a feast of farout custom bikes, Sturgis Rally coverage, and we'll reveal our *V-Twin* design contest winner! Meet master bike builder Brian Klock, go Behind the Scenes at Arlen Ness, and check out the latest from Roger Bourget. We'll meet the Wizard himself...Mike Corbin, show you how to customize your metric bike with Performance Machine goodies, and show off all the new 2005 Harley-Davidson models. We'll also ride with the Vulcan Riders, bring you a "Guide to Transmissions and Drivelines" and, on the newsstand, our 32-page outsert brings you incredible photo memories of the Sturgis Rally by our own Michael Lichter. It's gobblin' your way in the November issue of *V-Twin* magazine!

On sale September 14th

The ol' November *Biker* has got some bitchin' features like this oh-so-colorful rigid panhead and Davina, who showed us her tasty tits, and then asked to be in *Biker*. Well, why the fuck not! *On sale September 14.*

In Dec. 2004's *Wind* (No. 119), we take a look at June's Laconia Motorcycle Week, then we're Goin' South to view Dixie folks. Jamie, a buxom Midwest brunette, enjoys Jason Fredrick's Penz custom. Newsstand buyers will get "The Secrets of Bike Building." *On sale now!*

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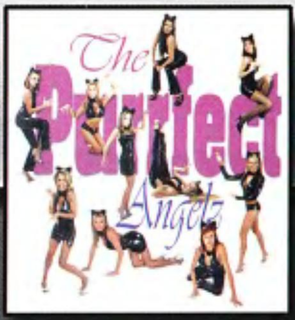

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